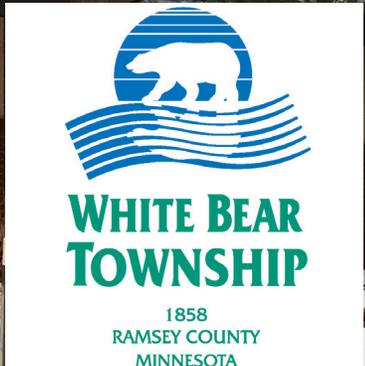




WHITE BEAR TOWNSHIP 2040 COMPREHENSIVE PLAN

DRAFT: MAR 2019





Acknowledgements:

Township Board

- *Bob Kermes, Chair*
- *Ed Prudhon*
- *Steve Ruzek*

Planning Commission

- *Steve Swisher*
- *Ronald Denn, Chair*
- *Beth Artner*
- *Monica Loes*
- *David Kotilinek, Vice Chair*
- *Zachary Flann*
- *Bill Patrick*
- *Steve Ruzek, Commissioner*

Park Board

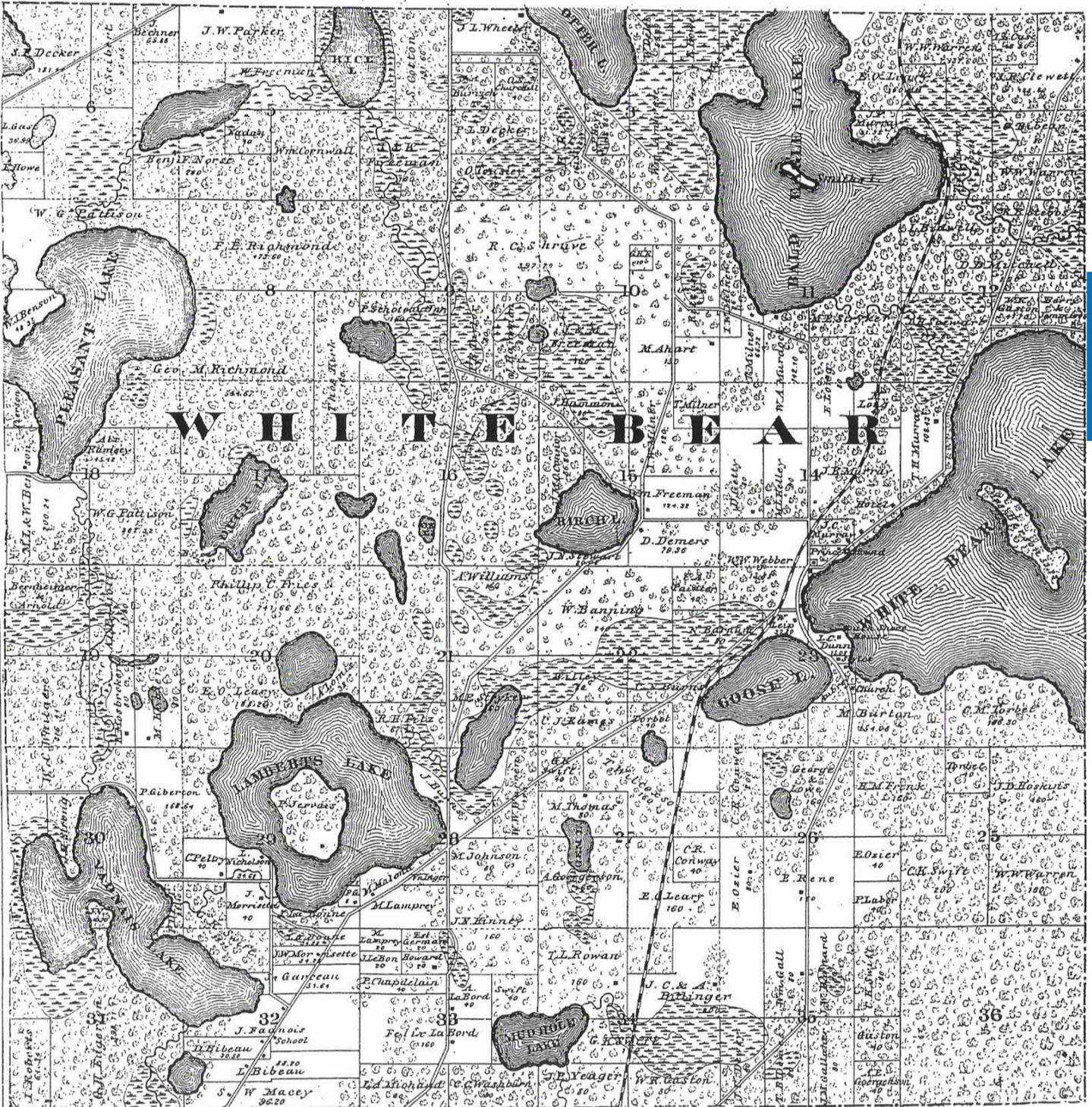
- *Jason DeMoe*
- *Erik Josephson*
- *Steve Reeves*
- *Patricia Lee*
- *Scott Lombardi, Vice Chair*
- *Salena B.T. Koster*
- *Steve Ruzek, Commissioner*
- *Dale Reed, Public Works Advisor/Director*

Images in this document are courtesy of White Bear Township, unless otherwise noted

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White Bear Township Map, 1984



**WHITE BEAR
TOWNSHIP**

1858
RAMSEY COUNTY
MINNESOTA





01. INTRODUCTION

Plan Purpose

A Comprehensive Plan is a tool used to guide physical and socioeconomic change within a community. It is intended to be broad in scope while establishing general goals and policies for such elements as land use, surface water management, public infrastructure (sewer and water supply systems), transportation, housing, park and open space and trails. A comprehensive plan is visionary and general, and is to be used to guide future action by the Township. Township actions, such as the Zoning Ordinance and Capital Improvement Plans implement the goals and vision of the comprehensive plan.

The primary users of the comprehensive plan are the Town Board, Planning Commission and Township Staff who must use the plan to guide the day-to-day decisions of local government. But the plan is intended for everyone, including White Bear Township residents, business owners, and developers. Public participation was gathered using Social Pinpoint, an online community engagement tool that collects community input and helped develop the comprehensive plan.

Authority

The Comprehensive Plan is prepared under statutory authority provided by the Metropolitan Land Planning Act of 1996. Minnesota Statutes 473.175, Subd. 1 provides that townships can request the county board to prepare a comprehensive plan or create a township planning unit and do it themselves. White Bear Township has a long tradition of comprehensive planning and has chosen to continue to conduct its own long range planning activities. The law also requires that the Township submit the plan to the Metropolitan Council to review for consistency with metropolitan system plans, other adopted plans of the Council and with neighboring communities.



White Bear Township Administration Building

Acknowledgements

The Township has a proud tradition of long range planning. This update represents the fifth major comprehensive plan effort in the Township. Previous comprehensive plans were adopted in 1975, 1985, 1999, and 2010. The White Bear Township community set a vision for the future in the 1970's during the first comprehensive plan and was able to successfully implement that vision. Subsequent planning efforts have built upon this original vision and Comprehensive Plan. The planning process for the 2040 Comprehensive Plan largely resulted in an affirmation of the 2030 Comprehensive Plan. Newly updated information and policy changes are generally incremental adjustments.

The Township's Planning Commission worked with Township staff, TKDA, and HKGi as consultants, to update the Plan. The parks and trails component of the Plan were updated through the efforts of the Park Board and Township staff. The Town Board reviewed the draft Plan and was involved in the Planning Commission's work through the Town Board liaison.

Comprehensive Planning Process

The 2040 Comprehensive Plan process for White Bear Township began in July of 2017 and was completed _____. The Plan involved numerous elected and appointed officials, as well as residents of the community.

The planning process was organized into the following tasks:

» **TASK 1: UNDERSTAND CURRENT CONDITIONS**

This task focused on start-up activities for the comprehensive planning process, including a meeting with Staff, assembling background data and maps, and establishing a document format. The consulting team focused on researching, analyzing, and communicating the local and regional context that might affect White Bear Township over the planning horizon. This task also included evaluating the 2030 Comprehensive Plan and developing a market profile.

» **TASK 2: COMMUNITY CONTEXT AND ENGAGEMENT**

This task focused on outreach efforts to help educate the community and stakeholders about the 2040 Comprehensive Plan process and solicit input on community likes, needs, and concerns. This first phase involved the use of the Social Pinpoint website to engage the public.

» **TASK 3: UPDATE THE COMPREHENSIVE PLAN CHAPTERS**

This task involved working together with Township staff and the Planning Commission to identify revisions specific to the 2030 plan, as well as update the content to meet the current and predicted future needs of the community.

» **TASK 4: PREPARE THE COMPLETE COMPREHENSIVE PLAN DOCUMENT**

The consulting team drafted each chapter into a document for review by Township staff and the community. Chapters written by the Park Board and Township staff were integrated into the full draft plan document. During this phase, there was also an Annual Town Meeting to share the draft plan, as well as a Town Board meeting and a Planning Commission meeting.

» **TASK 5: SEEK APPROVALS**

This task includes the formal review, approval, and adoption process. The Plan process involves all of the steps needed for initial adoption of a plan to be sent to adjacent governmental units for review; subsequent revisions and then adoption of a plan, to be submitted to the Metropolitan Council for review and approval. Final revisions and adoption of a plan was then approved by the Metropolitan Council.

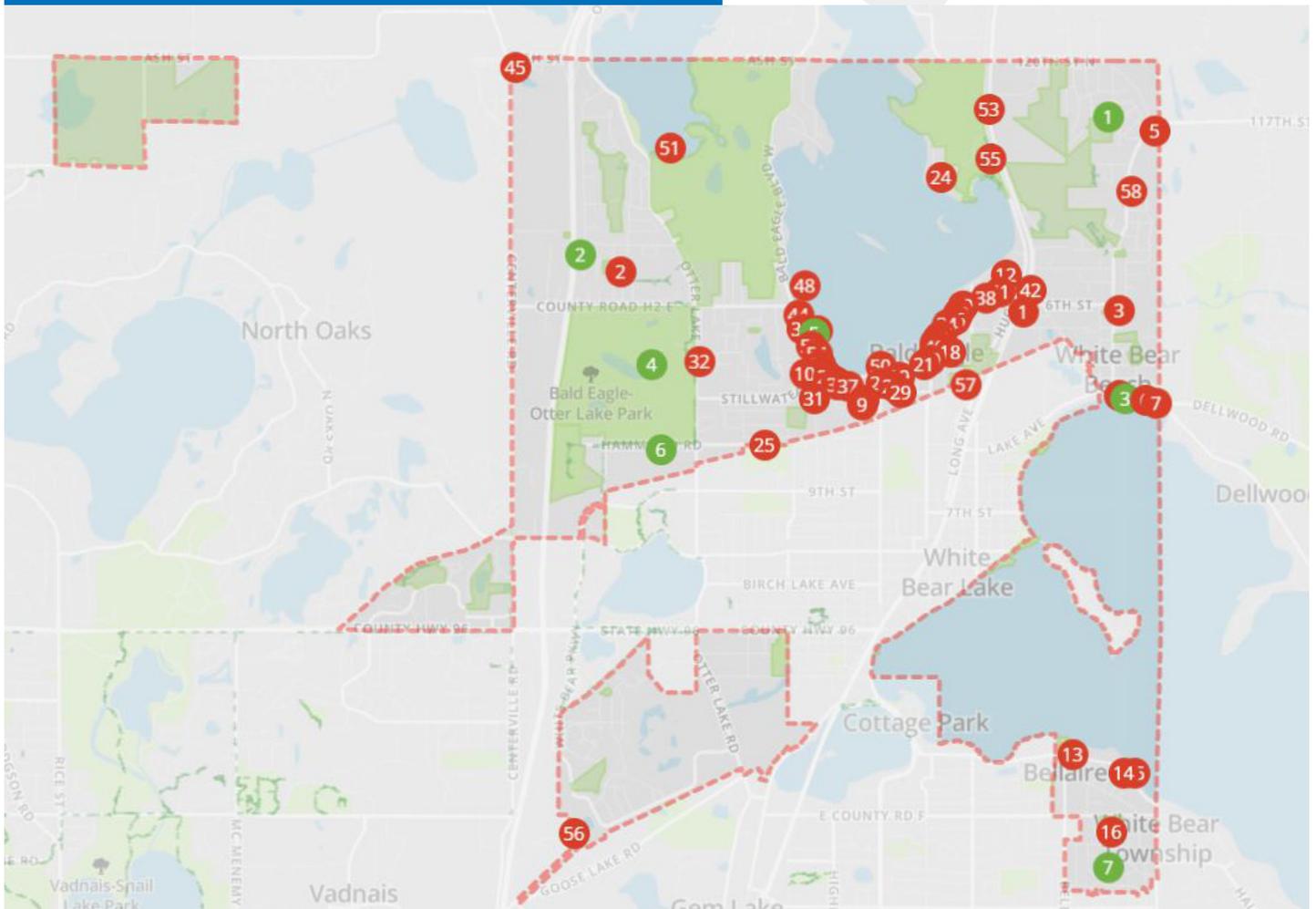
Community Engagement Summary

Community engagement is a means for all people to bring their voices into the process and to share their ideas, backgrounds, and experiences to plan for a future that benefits everyone.

Phase 1: Social Pinpoint

The first phase of community engagement for the 2040 Comprehensive Plan provided an opportunity for interested parties to express what they liked; what they had concerns about; where improvements would be beneficial; where safety issues exist; and how well the current vision captures what the community should be in 2040. Input was gathered by Social Pinpoint, a map-based online engagement tool that allows community members to leave comments on specific areas of the township via a map. Commenters were able to interact with each other by upvoting / downvoting other comments or replying directly into a comment thread. In total, Social Pinpoint was open for comment for two months in the fall of 2017. There were 71 total comments during that time. A full list of comments can be found in Appendix A.

FIGURE 1.1 SOCIAL PINPOINT RESULTS



Key Findings

West and East Bald Eagle Boulevard Bike/Walking Trail

- » 31 of the 56 comments were connected to the development of a bike/walking trail along Bald Eagle Lake.
- » Many of the comments in favor of a trail along Bald Eagle Boulevard were connected to safety concerns for walkers, joggers, strollers, dog walkers, and bikers.
- » Concerns for safety along Bald Eagle Boulevard were also connected to traffic speed
- » Many concerns also recommended either one-way traffic, a raised bike/pedestrian path, or off road walking path.

Another category of interest was street safety improvements

- » Improvements includes traffic speed, stop signs, rail crossings, lack of sidewalks or safe walking paths
- » Traffic speed was a general concern throughout the comments
 - *Traffic speed was not only limited to East Eagle Boulevard but also Hugo Road and Portland Ave*
- » Stop Signs were also a large concern and often connected to the speed of traffic
- » Rail Road crossings were another concern for safety along Hugo Road
 - *Crossing can be dangerous at specific times*
- » Safety of pedestrians walking throughout their neighborhoods
 - *Comments outside of East Bald Eagle Boulevard also included safety concerns*
 - *Shoulder size, lack of sidewalks, or general walking designated space*
 - *"Hugo Road is dangerous! – Not community Friendly!"*
 - *Safety concerns crossing streets to get to trails*

Park Improvements

- » General comments focused on improving park areas in the following categories:
 - *Playgrounds*
 - *Maintenance: green space (removal of brush), and removal of invasive species*
 - *Water Access: Permanent dock space (north White Bear Lake)*
 - *Trails: Increase amount of trails*

Positive Comments

- » Generally the positive comments were focused on:
 - *Parks (Tamarack Nature Park)*
 - *Trails*
 - *Recent Park Improvements*
 - *Community Beach*
 - *Playground updates*

Safety walking along streets around Bald Eagle Lake

- » Shoulder is too narrow
- » Broken tar on sides makes small shoulder unsafe
- » One-way trail along the lake

Hugo Road

- » Has potholes, broken tar – could add a shoulder to this road for recreation

LaBore Road Extension

- » “Adds no real value” and “only brings travel difficulties to residents”
- » Bring more congestion into the neighborhood

More Law enforcement in the Township

Speed limit needs to be reduced on north end of Portland

- » No longer rural as drivers usually think

Love Manor Park!

- » Want more of these around the community

Phase 2: Open House

On Tuesday, March 13th, 2018, White Bear Township held its annual Town Meeting. As the annual meeting is an opportunity for residents to come and vote on a variety of topics, providing direction for the Township over the next year, it was a great opportunity to hold an adjacent open house for the Comprehensive Plan Update. Drafts of the Plan were available for view, as well as handouts summarizing the direction and policies of the Plan. The boards from the Open House were then left up in the Township Offices for further viewing. No written comments about the Comprehensive Plan were submitted at that time. Conversations with residents at the Open House gave indications of general approval of the direction of the Comprehensive Plan Update, particularly liking the measured growth and looking at improving bikability in the area.

How to Use this Plan

Chapters

The 2040 Comprehensive Plan is organized with a focus on ease of implementation for Township staff, the Town Board, and the respective commissions. In addition to providing introductory context, each chapter contains a statement of purpose and a set of goals and policies.

Issues

Throughout the 2040 planning process, as well as previous comprehensive plans, the Township has identified issues and concerns for the Comprehensive Plan. These issues and concerns were originally identified in a “visioning” exercise for the 2030 comprehensive plan and have been updated for the 2040 plan. The issues are identified in a call-out box at the beginning of each chapter, according to topic.

Goals, Policies, & Actions

The Township updated its development goals and policies to reflect the issues and trends identified by the Planning Commission. The goals and policies are grouped by functional area. The community is anticipating full development by 2040, and the updated goals and policies reflect the community’s current status, and issues that may need to be addressed in the next 20 years.

- » *Goals* are broad statements that describe what the Township will have in 2040 as a result of the implementation of the Comprehensive Plan
- » *Policies* are statements intended to guide Township staff and Town Board decision-making to achieve the goals. Policies often also describe ongoing activities.
- » *Actions* are specific programs or steps the Township can take in order to accomplish the goals and policies listed.

Implementation

The final chapter of the plan focuses on how to implement the Comprehensive Plan and accomplish the goals set out throughout the document.

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02. COMMUNITY CONTEXT

Demographic trends and characteristics of Township residents and households help to predict the direction of change and the types and levels of services that may be needed. Government services, housing markets, and development preferences are driven by demographic characteristics, trends and projections.

As it develops, White Bear Township works within the natural, physical, and economic resources available at the local and regional levels. A thriving community is one with a strong “sense of community” or social structure and a balanced development framework. That development framework fosters jobs, places to live, and infrastructure to support the development pattern, recreation facilities and a system of governance and public services. The Township has grown steadily to become the most populous unincorporated place in Minnesota, while being part of the most proportionately urbanized county in the state. Because the Township is nearly fully-developed, growth and change are likely to be more gradual in the next 20 years.

The demographic data and trends for the Township included in this Comprehensive Plan are based on 2010 U.S. Census data, American Community Survey (ACS) 5 year estimates, and data provided by the Metropolitan Council, modified as appropriate where building permit or other data are available.



Regional Context

White Bear Township is a near fully developed outer-ring suburb of Minneapolis and St. Paul. Being nearly fully developed, the community of White Bear Township must focus its efforts primarily on preservation and renewal, rather than on new growth.

It is important to note that the Township occupies a unique geography of four noncontiguous pieces resulting from annexation and incorporation efforts. The 10,949 residents occupy 4,261 housing units on 7,256 acres. White Bear Township possesses significant natural resources, some of which are encompassed by the Bald Eagle-Otter Lake Regional Park and Tamarack Nature Center. North-south access is provided by I-35E and US 61 while CR F, Stillwater Street, CR H-2, and CSAH 96 are the major east-west routes.

FIGURE 2.2 REGIONAL CONTEXT MAP

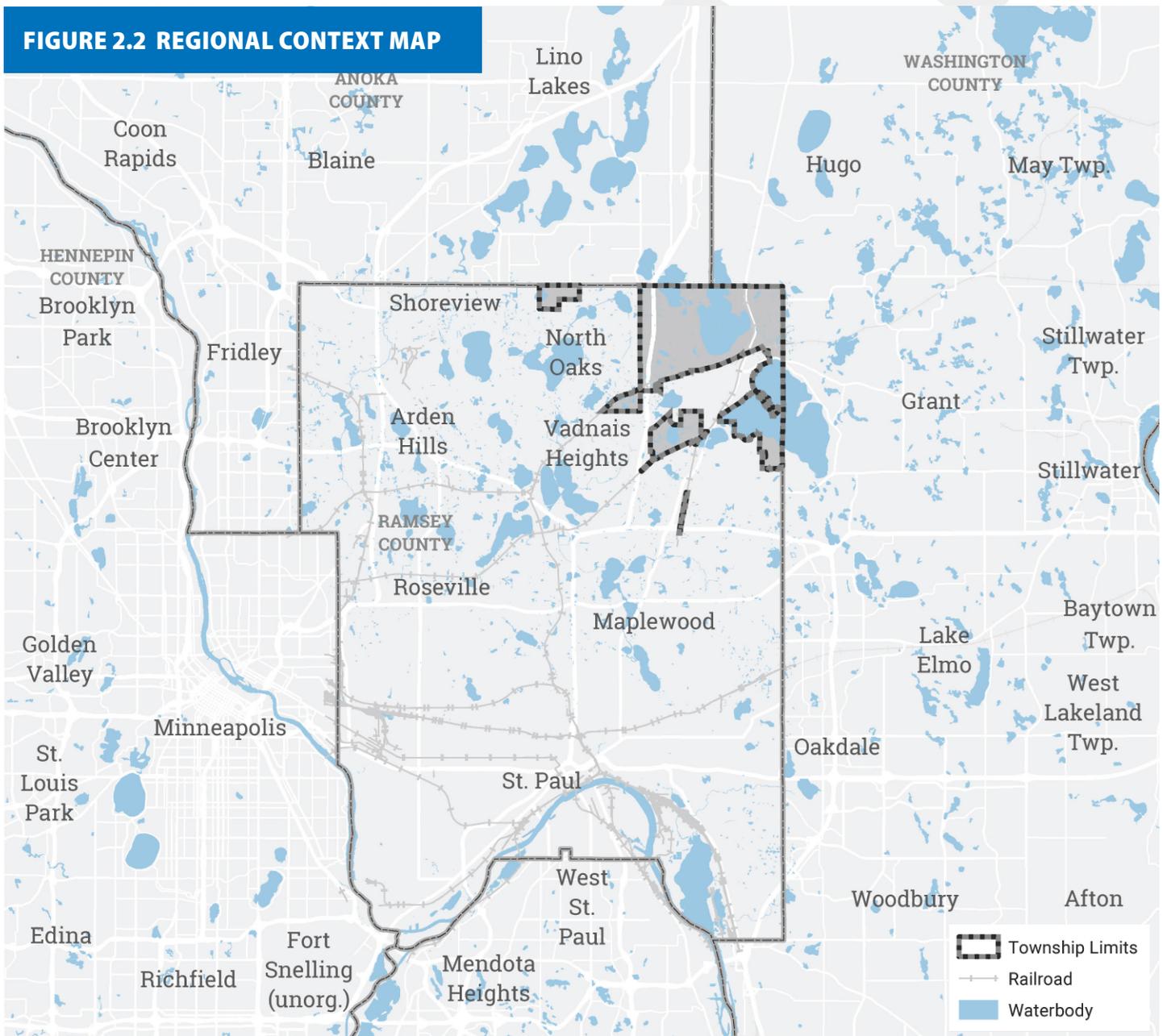
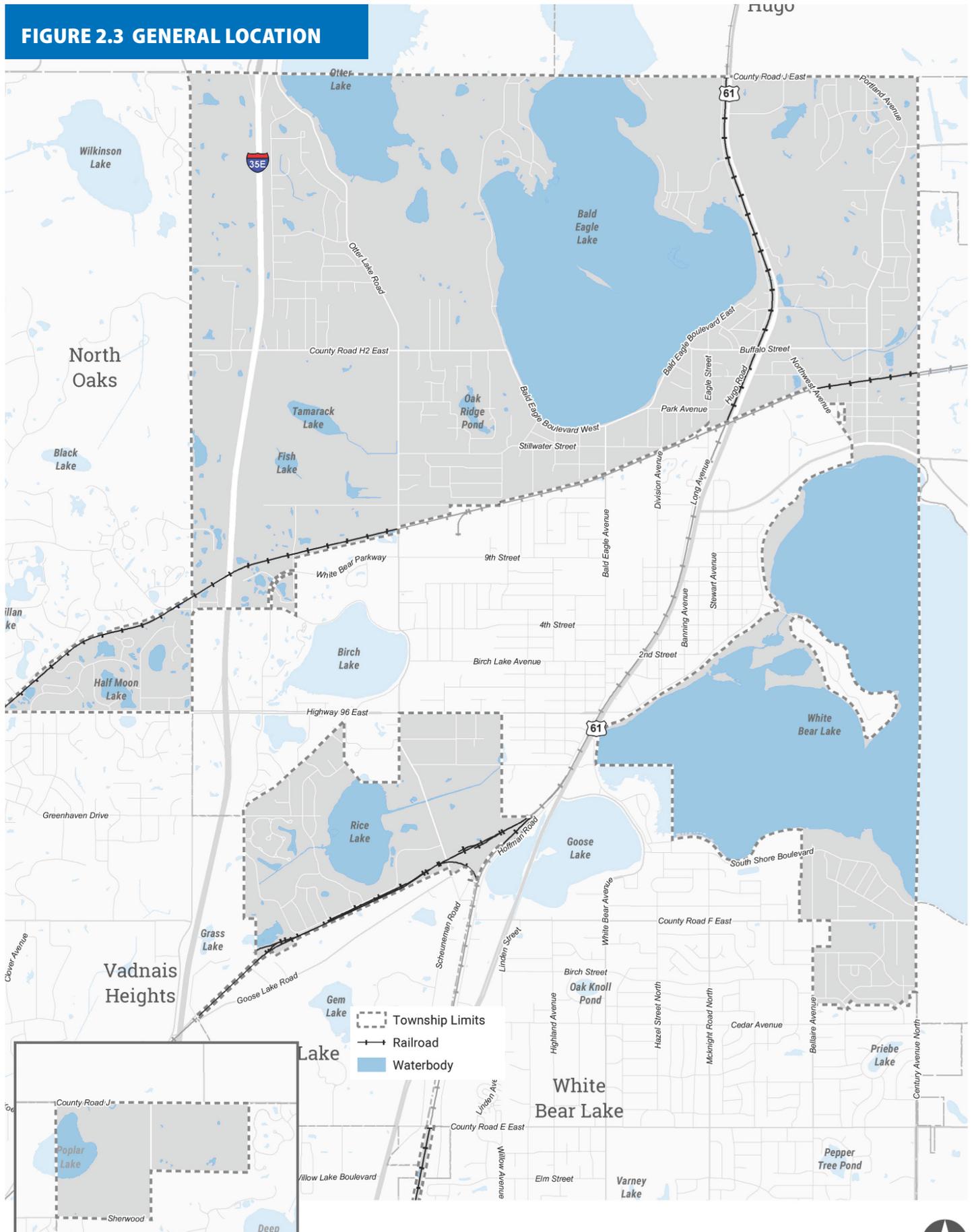


FIGURE 2.3 GENERAL LOCATION



Community Designation

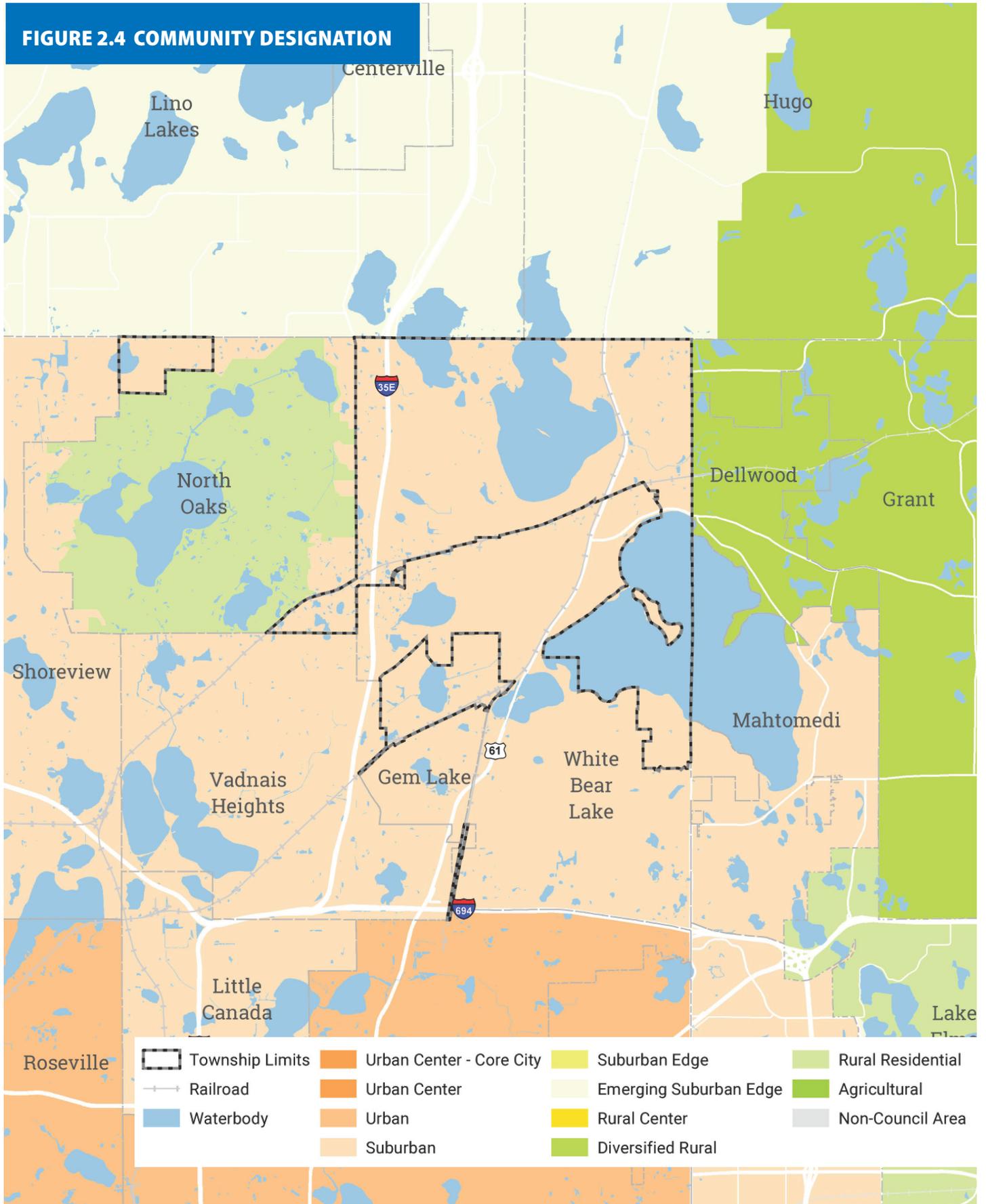
As shown in Figure 2.4, White Bear Township is designated by the Metropolitan Council as Suburban, meaning it is a developed community. Suburban communities experienced continued growth and expansion during the 1980's and early 1990's, and typically have automobile-oriented development patterns at significantly lower densities than in previous development time periods. The regional planning area designation identifies the Metropolitan Council's expectations for the community's growth levels and standards including: maintenance of current public infrastructure; renewing and improving infrastructure, buildings and land to provide for additional growth, particularly at centers along transit corridors; accommodating growth through reinvestment at appropriate densities, and supporting developments that integrate land uses.

THRIVE MSP 2040 SUBURBAN POLICIES

White Bear Township has been designated as an Suburban community. The following are examples of the policies Suburban communities similar to White Bear Township are expected to incorporate into their plans:

- » Plan for new growth and redevelopment to occur at a density of at least 5 units per acre.
- » Target opportunities for denser development around regional transit investments
- » Identify areas for redevelopment, particularly areas served by transportation options and amenities.
- » Plan for a mix of housing, including affordable housing.
- » Preserve and support areas for employment.
- » Plan for and program local infrastructure needs (roads, sidewalks, sewer, water, and surface water) to meet future growth and redevelopment.
- » Identify opportunities to improve pedestrian and bicycle circulation.
- » Integrate and identify strategies for natural resources conservation and restoration.
- » Implement best management practices to control and treat stormwater.
- » Identify and address community resiliency.

FIGURE 2.4 COMMUNITY DESIGNATION



Projections

As seen in Figure 2.5, White Bear Township’s population has changed significantly over time. The township saw significant growth between 1980 and 2000 in an era that was characterized by “modern” suburban and auto oriented development, even so, White Bear Township’s neighborhoods developed with smaller lots and connected streets (different from neighboring cities).

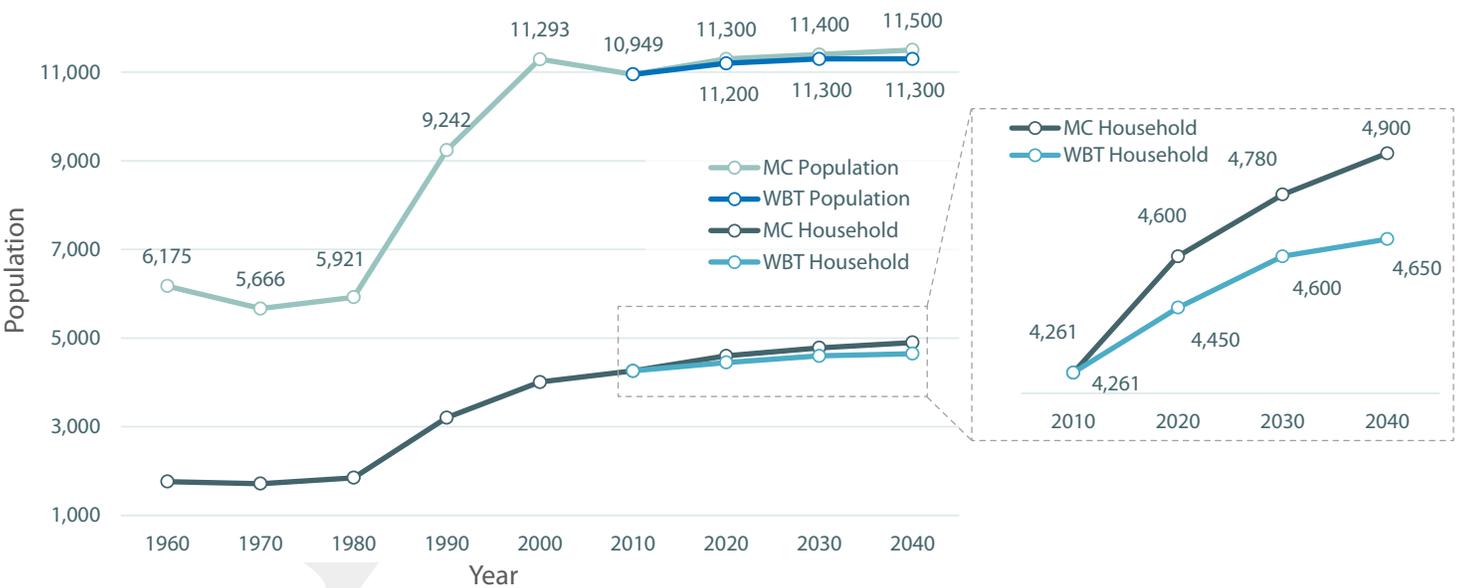
The Township had 11,293 residents in 2000 and only 10,949 residents in 2010, a 3.0 percent decrease in population due to shrinking household size. This trend of shrinking household sizes is expected to continue.

TABLE 2.1 POPULATION TRENDS AND PROJECTIONS

		Census			Projections		
		1990	2000	2010	2020	2030	2040
Metropolitan Council System Statement Projections	Population	9,242	11,293	10,949	11,300	11,400	11,500
	Households	3,205	4,010	4,261	4,600	4,780	4,900
	Employment	906	2,164	2,309	3,200	3,640	4,100
White Bear Township Adjusted Projections	Population	9,242	11,293	10,949	11,200	11,300	11,300
	Households	3,205	4,010	4,261	4,450	4,600	4,650
	Employment	906	2,164	2,309	3,000	3,500	3,800

Source: US Census, Metropolitan Council, White Bear Township

FIGURE 2.5 POPULATION TRENDS AND PROJECTIONS



Source: US Census, Metropolitan Council, White Bear Township

Household size and growth have a direct impact on population growth/decline. Through the course of this comprehensive planning process, appropriately projecting the growth of the Township became a top priority. Through a process that included GIS analysis of developable land, projecting household growth and phasing, then applying decreasing persons per household trends resulted in the adjusted projections presented in Table 2.1. These adjusted projections are used throughout this Comprehensive Plan Update. These projections show a modest increase in the number of housing units between now and 2040, and a minimal growth in population by 2030, then no growth between 2030 and 2040. A complete description of the adjusted projections may be found in Appendix B.

As the infrastructure of the township is already established, the difference between the Metropolitan Council and Township projections do not significantly affect estimates for infrastructure needs over the next twenty years, such as wastewater system coverage, projected water system demands, public safety needs, transportation system requirements or park and recreation facility demands.

It is important to note that growth forecasts must be regularly re-evaluated and updated as census data and building permits records are available. The Township should adopt a policy of reviewing these projections regularly (every four to five years) in an effort to more precisely measure and project the Town's growth and adjust to changes. Clearly, the next two decades covered by the plan will experience the absorption of existing vacant land and the tuning of the attention to underdeveloped parcels and areas in need of reinvestment.



Reinvestment in White Bear Township



Lunch at Tamarack Nature Center

Demographics

Age Characteristics

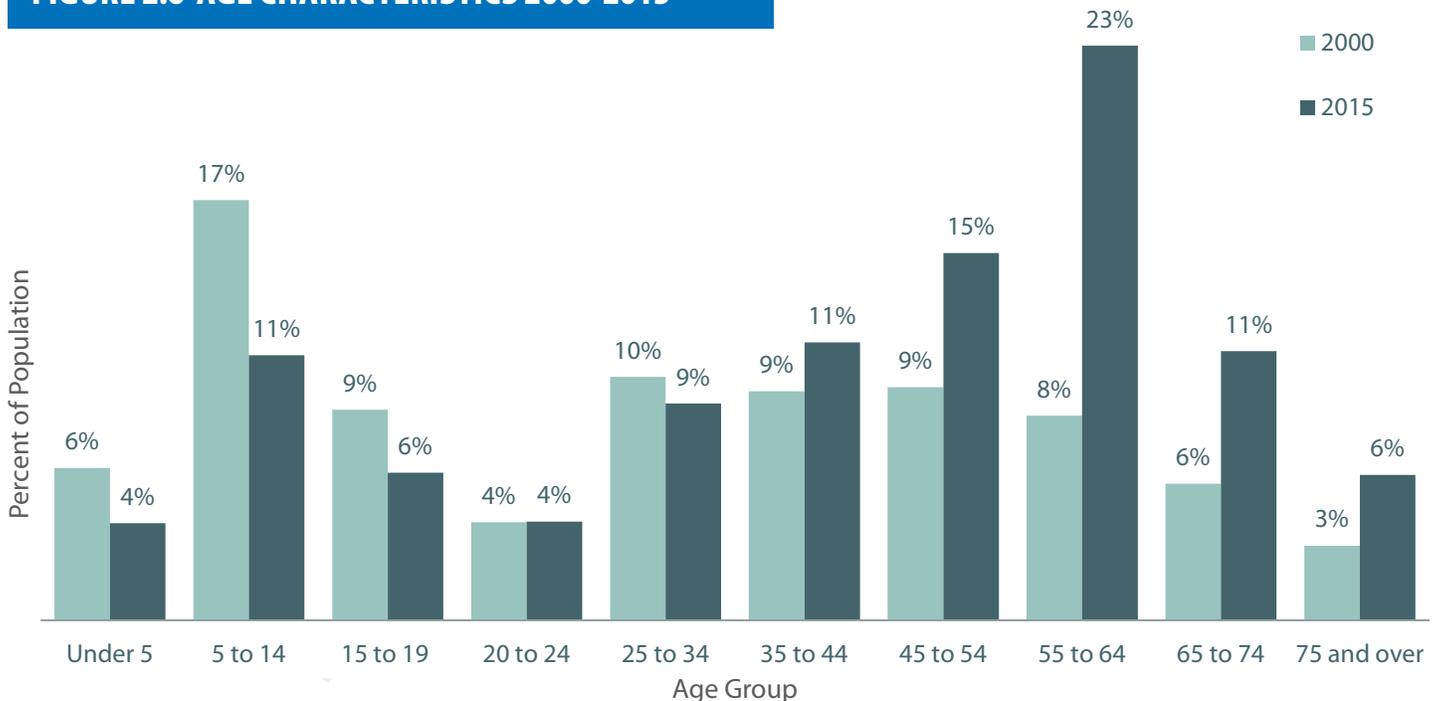
The age of the population affects local service requirements. For example, many organized recreation programs are geared to school-age groups. Participation in team sports drops off dramatically after 35 years of age, and is replaced by more individual and unscheduled activities, such as walking or biking.

Regional population trends note the impacts of the Baby Boomers on demographic, housing, economic and social characteristics of the region. Baby boomers were born between 1946 and 1965, and were between 50 and 67 years of age in 2015.

Figure 2.6 shows that White Bear Township has also seen significant growth in the numbers of residents between the ages of 45 and 74 between 2000 and 2015. The percentage of residents in the age group of 55 to 64 increased the greatest with a 15 % increase. All age groups between 35 and 75+ have increased in proportion, while almost all of the percentage of residents in all age groups below 35 have decreased in proportion. The only exception was the percentage of people within the 20 to 24 category, which remained the same.

The changing demographic trends noted during the past decade will continue to affect housing, services and infrastructure in the Township as Baby Boomers (those born between 1995 and 1964) age, and smaller numbers follow in the generations behind them. If Township residents age in place, there may be additional demand for housing in the area that meets the needs of residents aged 55 and over, with lower demand for homes that fit the needs of families with children. Changing needs for transportation, recreation, and other services may require planning as well. Age changes may have a profound influence on planning for housing, neighborhoods and Township services.

FIGURE 2.6 AGE CHARACTERISTICS 2000-2015



Source: 2011-2015 ACS, 2000 Census

Household Characteristics

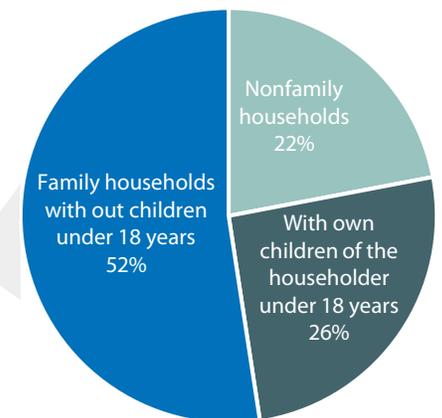
White Bear Township has an average household size of 2.48 people. In 2015, about 26% of Township households had children under age 18, signifying a decrease of about 16% since 2000. About 29% of households had family members age 65 and older, this is almost a 12% increase in size since 2000. Almost 20% of households in the Township included one person living alone. Data describing presence of children by family in the Township's households is included on Figure 2.7.

Other Population Characteristics

The 2010 Census data also includes the following information regarding the population of the Township that is significant for planning:

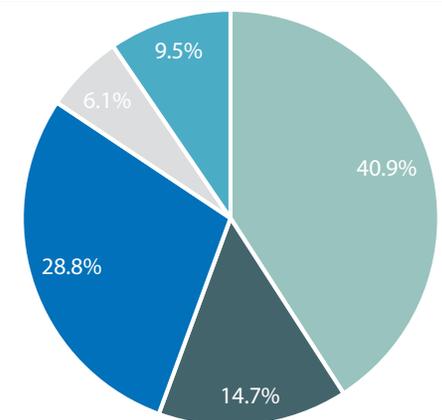
- » Approximately four percent of the Township population identifies as non-white. This proportion has remained relatively the same over the last decade.
- » Nearly 40% of the population is between the ages of 45 and 65. The median age of Township residents is 48.8 years. Approximately 19.1% of the Township's residents are under age 18, and 16.9% are of age 65 and over. The Township's population is generally older than the population of Ramsey County.
- » The occupational pattern of residents shows significant numbers of residents involved in management, business, science, and arts occupations. Figure 2.9 indicates the numbers of Township residents engaged in each of the major occupational groups in 2000.
- » Most Township residents (approximately 22%) travelled between 30 to 34 minutes to get to work in 2015. The mean travel time to work was 25.4 minutes in 2015, similar to the Ramsey County (25.9 minutes). Most Township residents (89%) drive to work alone, while ten percent carpool, use public transportation, or work at home. Figure 2.8 indicates travel times to work among Township residents.

FIGURE 2.7 HOUSEHOLD (HH) COMPOSITION 2015



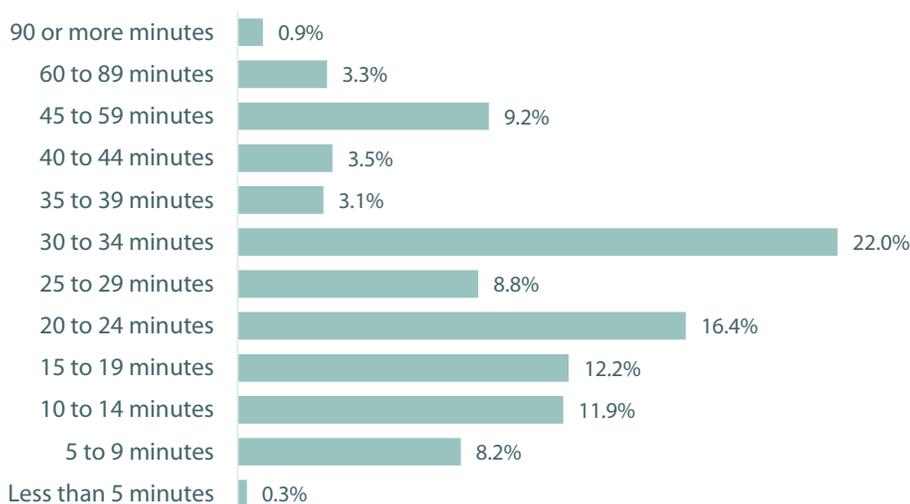
Source: 2011-2015 ACS

FIGURE 2.9 RESIDENT OCCUPATIONS 2015



- Management, business, science, and arts occupations
- Service occupations
- Sales and office occupations
- Natural resources, construction, and maintenance occupations
- Production, transportation, and material moving occupations

FIGURE 2.8 RESIDENT TRAVEL TIME TO WORK

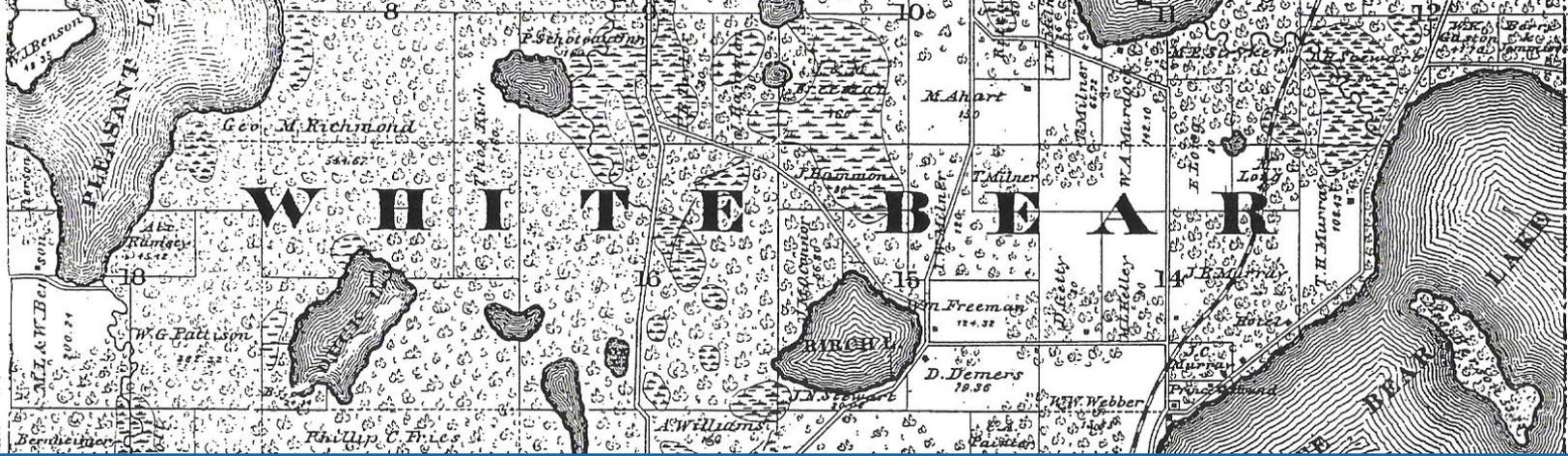


Source: 2011-2015 ACS

Source: 2011-2015 ACS

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03. LAND USE PLAN

Purpose

White Bear Township’s land use plan plays a key role in guiding development and investment. The future land use plan identifies the location, intensity, and nature of future development and redevelopment in the Township, and establishes the framework in which future development will occur. This plan is intended to guide the future development and growth of remaining undeveloped areas in the Township, to achieve the community’s goals for balanced and efficient growth and the protection of natural resources and key open space and recreational areas.

The Land Use plan is interrelated with all of the other chapters of the of the Comprehensive Plan. The purpose of the Land Use plan is to designate the type, location, and density of land uses in the Township.

Goals & Policies

Goals

- LU - G1. The Township has a balance of land uses that are appropriately located and developed allowing the community to thrive.
- LU - G2. Land uses are interrelated with transportation, trail, utility and natural resource corridors into a system that supports the prosperity of residents, businesses, and the natural environment within the Township.

Policies

- LU - P1. Ensure that all new development proposals and plats are compatible with natural features and with the use, scale, pattern, and circulation of existing and planned adjacent development.
- LU - P2. Ensure that commercial and industrial developments meet performance and development standards for compatibility with surrounding land uses.

ISSUES IDENTIFIED FOR LAND USE

- » White Bear Township may become more diverse, with residents desiring more diverse housing, employment, and transportation opportunities
- » The Township is no longer “growing”
- » Land for new development is limited and redevelopment opportunities are scarce due to existing land constraints
- » Desire to maintain “Small Community Feel”

- LU - P3. Establish buffers in areas where intensive uses are adjacent to areas of less intensive use in order to minimize any negative impacts.
- LU - P4. Encourage total neighborhood design and development containing adequate public facilities, open space and road systems.
- LU - P5. Encourage integrated commercial centers to be developed according to a specific site plan and discourage strip developments.
- LU - P6. Ensure the location of small neighborhood convenience centers on a collector or minor arterial street, centrally located in neighborhoods large enough to support such centers and where feasible, adjacent to other neighborhood facilities such as a park or school.
- LU - P7. Provide for the location of office or higher density residential areas as a transition between higher intensity use areas and low-density residential areas.
- LU - P8. Provide for the establishment of light industrial uses where it can provide a transition between heavy industry and lower intensity uses.
- LU - P9. Ensure that boundaries of industrial districts are well-defined in order to reduce intrusions into adjacent land use districts.
- LU - P10. Encourage the development of alternative sources of energy and the energy efficient design of buildings and landscaping.
- LU - P11. Ensure all development proposals will be examined for conformity with the comprehensive plan and if not in accordance with the plan, will be permitted only if it can be adequately demonstrated that the proposal is an improvement of the plan, is consistent with the purpose and intent of the plan and not merely a change to accommodate certain persons or interest groups.
- LU - P12. Ensure that all analysis and basis for decision-making on development proposals is thoroughly substantiated and documented and that sufficient time within the statutory constraints and consideration is given for thorough analysis and decision-making.
- LU - P13. Assure that areas designated and reserved for any use be of adequate size to suitably provide for the space, needs and services that the use requires.
- LU - P14. Discourage industries that would produce undesirable side effects injurious to the public health, safety and general welfare.
- LU - P15. Encourage cluster developments, particularly in those areas that contain significant natural features, especially wetlands, slopes, and trees. Particular attention will be given to preserving the combinations of steep slopes with trees. Proposals for removal of trees will to be considered only if accompanied by a proposed planting plan.



Actions

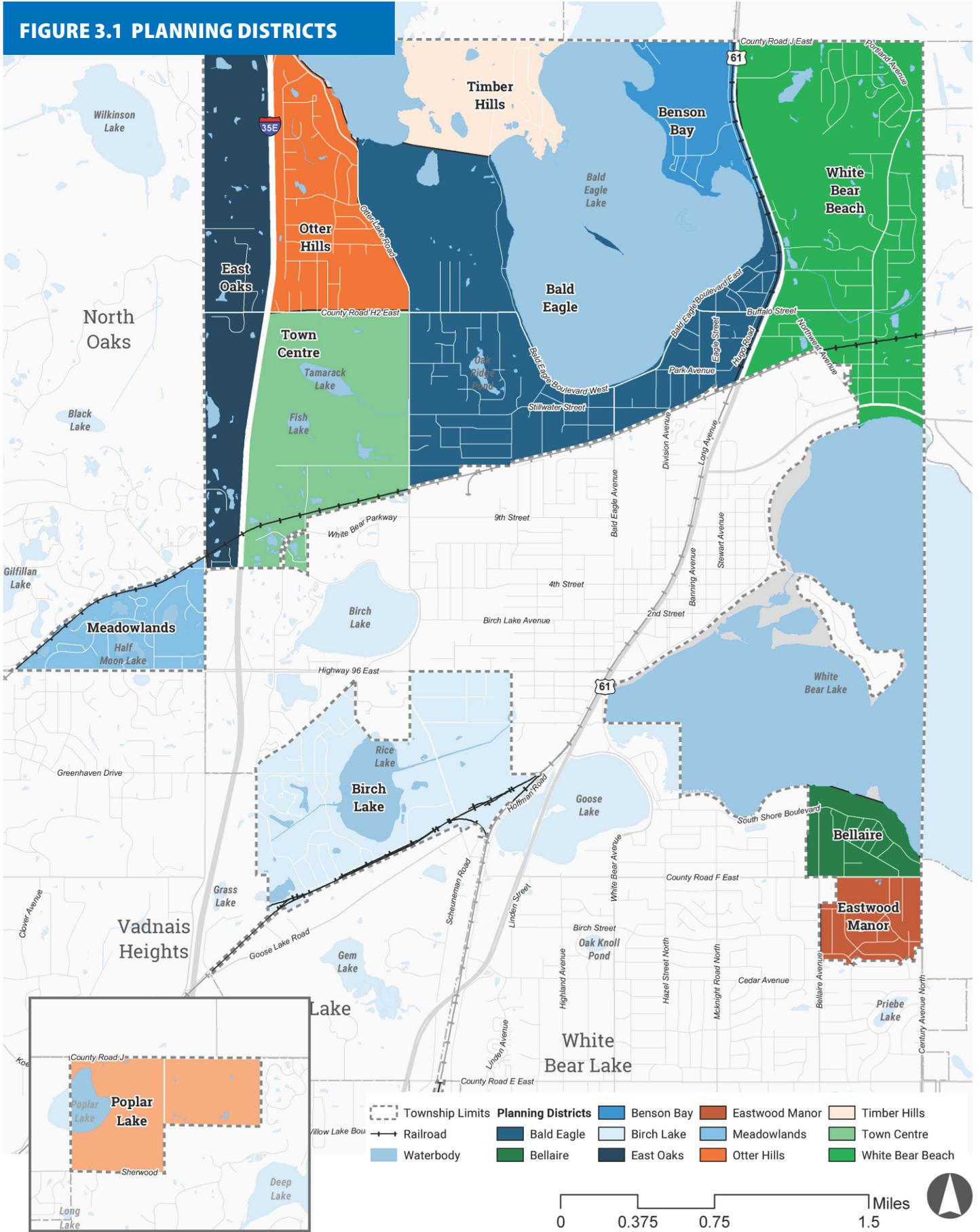
- LU - A1. Develop process for reviewing development proposals to include quality check on site analysis and statutory constraints, as well as conformance with the comprehensive plan.
- LU - A2. Apply for federal, regional and state programs to secure assistance for implementing the Comprehensive Plan and meeting the needs of the community.
- LU - A3. Periodically review the existing land use and zoning plans, to determine whether the locations and proportions of land uses still fit the needs of the community and adjust accordingly.
- LU - A4. Coordinate advisory commission activities with the Town's service, planning and economic development strategies.
- LU - A5. Provide a variety of channels for soliciting community input and providing feedback on Township actions and activities.
- LU - A6. Incorporate solar access protection into Township development codes.
- LU - A7. Develop approaches to preserving significant historical sites within the Township in conjunction with the Minnesota and Ramsey County Historical Societies.

Neighborhood Planning Districts

White Bear Township covers 7,000 acres within 4 non-contiguous areas. It shares borders with 11 neighboring communities, two other counties, and encompasses regional facilities as well as locally significant sites. Figure 3.1 identifies the community's planning districts. Five are singularly identified: Poplar Lake, Bellaire/Eastwood Manor, Birch Lake, and Meadowlands. The major land area touches Otter, Bald Eagle and White Bear Lakes. Sub planning areas within the central land mass are Timber Hills, Otter Hills, Bald Eagle, Bensons Bay, and White Bear Beach. The Town is completely within the Municipal Urban Service (MUSA) Boundary except for Poplar Lake neighborhood where urban services are not anticipated to be required.

The remaining parcels of the original Township that now comprise White Bear Township do not have 60% or more of their boundaries adjacent to any single incorporated area, the historical legislative standard that would provide for other than voluntary annexation. There is a distinct sense of pride in remaining a Township and annexation of land to adjacent communities is not likely. Although the Township has experienced the complexities of providing services and planning for growth, there is a determination to continue to function as a township.

FIGURE 3.1 PLANNING DISTRICTS



Poplar Lake

The Poplar Lake neighborhood to the northwest is virtually all county parkland. The northern boundary is the county line with Anoka County. A few homes still dot the area. Sherwood Road (CR 4) provides access to the area and residential development in North Oaks. The future governance of the area is probably not a major concern since there are so few residents in this area and the potential for additional development is minimized by the land condition and public land ownership.

Bellaire/Eastwood Manor

Bellaire/Eastwood Manor is located on the Washington County border. It has frontage on White Bear Lake and is the location of Bellaire Beach Park owned by Ramsey County and operated by the Township. The neighborhood is exclusively single-family detached housing. A small commercial development is located on the southeast corner of Bellaire Avenue and CR F.

Birch Lake

Birch Lake gets its name from the lake just outside its borders. Located between I-35E and US 61 south of CSAH 96, the area contains significant wetlands. Industrial uses are located along the south edge adjacent to the railroad. The neighborhood has a cross section of housing and contains the bulk of the Town's rental and higher density owner occupied housing.

Meadowlands

Meadowlands is triangular in shape, and lies west of Centerville Road. Bordered by North Oaks and Vadnais Heights, the area contains a commercial center anchored by Cub Foods and a number of auto-oriented and convenience retail businesses. The other three corners of Centerville Road and CSAH 96 are in neighboring communities and provide auto oriented and convenience retail uses as well. The area post office is also located within the southwest quadrant convenience center. Patio and town homes have also been developed in the area, along with open space and trails.

Town Centre

That leaves the central portion of the Township, the largest geographic piece, and its lake dominated neighborhoods: Town Centre, East Oaks, Otter Hills, Timber Hills, Bald Eagle, Benson Bay, and White Bear Beach.

The Town Centre is located in the southwest portion of the area that also contains higher density residential and industrial uses. Tamarack Nature Center and Bald Eagle-Otter Lake Regional Park dominate the western area. Land at the western edge of the district between I-35E and Centerville Road has some industrial and commercial development along with a couple of hundred acres of undeveloped property. Similarly, some industrial and commercial development occurs along US 61 on the east. Benson's Airport is located in the White Bear Beach planning area. The airport is owned by the Town with an agreement with the former property owner to only permit general aviation use for 40 years. Several new residential subdivisions have been platted in this area.

History of Development

White Bear Township has continued to experience development pressures brought on by its location within the Metropolitan Area. Several factors have made the White Bear area attractive, particularly for residential development:

- » Transportation access is excellent, with major highways I-35E and US 61 linking the Town to other segments of the metropolitan area.
- » Private and public open space amenities such as ponds, lakes, wetlands, and wooded areas are in abundance comprising nearly 50% of the land area.
- » A small-town/rural feeling is fostered and persists.
- » Downtown White Bear Lake provides a convenient retail center with small downtown charm.

The inventory and analysis of land use patterns within a community is an important step in the formulation of future land use plans and policies. Also, by recording changes in land use, trends become evident. In land use planning efforts launched with the support of state and federal funds in the 1950's and 1960's, some traditional fundamentals emerged. Part of the effort was to create homogeneous land use districts to reduce friction from so-called non-compatible uses.

Neighborhoods became building blocks supporting an elementary school, park and limited retail. Street systems were deployed that were hierarchal placing higher traffic generating uses nearer higher mobility roadways. Transit usage was eroded by growing income and dispersed patterns of development that required flexible rather than fixed route transportation. The pattern of land use, once developed, sets the basic framework for new development and reshaping of the built environment.

FIGURE 3.2 HISTORICAL NEW HOME CONSTRUCTION



The Township experienced accelerated growth in new housing following the extension and expansion of water and sewer service on a wide scale basis. Figure 3.2 summarizes the record of building permits issued for new homes that peaked in the eighties and began tapering off at the end of the 1990's, rebounding in the early part of the 2000's, but tapering off substantially in the latter part of that decade. A small rebound of permits issued occurred at the current decade, but has slowed and remained steady in the last three years. New housing was added at an average annual rate of 141 units during the 1980's, declining to 87 units a year during the 1990's, 43 units a year during the 2000's, and 12 units a year from 2010 to 2017.

Existing Land Use

The parks and lakes that occupy half of the surface area dominate existing land use. Lakes are estimated to cover 2,327 acres while the parks total 1,105 acres. Residential development utilizes approximately 1,435 acres mostly in single-family home sites with approximately 150 acres supporting multi-unit residential development. Commercial development is limited to 52 acres with industrial job centers occupying 208 acres. Benson Airport covers 33 acres.

A significant land use activity in the Township has been the acquisition of land for the development of Benson Farmstead, Tamarack Nature Center, Bald Eagle-Otter Lake and Poplar Lake Park by the Ramsey County Board. While this type of park development does not change the character of the landscape the way other urbanization does, it has several effects on the Township. First, it has preserved large tracts of open space and preserved and enhanced the amenities and open character of the Township. It also has some effect on the tax base and revenues upon which the Township operates. Finally, the parks and open space attract people to the White Bear area, if not to live, at least to enjoy the parks.

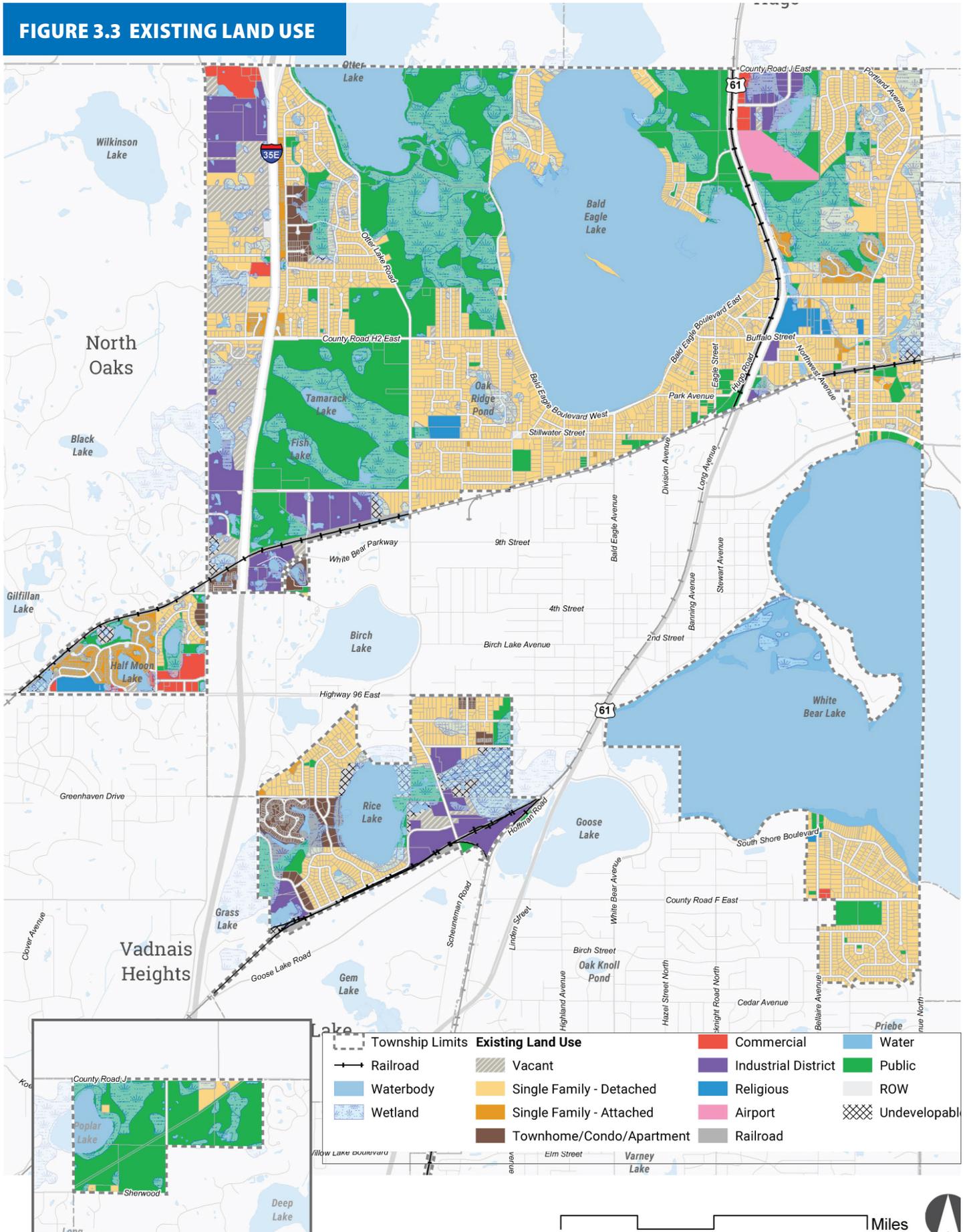
Figure 3.3 displays the existing pattern of land use in the Township. Generally, recent growth and development activities have been in accordance with the Land Use Plan adopted in 2008 and based largely on the predecessor plans of 1998, 1985, and 1975.

The major categories of existing development are illustrated on the map and are discussed in more descriptive terms below:

Residential

Uses include all dwellings, both single and multi-family and auxiliary structures in conjunction with dwellings. Homes in the older parts of the Township, on the south side of Bald Eagle Lake and on the north and south sides of White Bear Lake, consist of generally well-maintained residences situated on smaller lots. Development occurring between I-35E and Bald Eagle Lake and in the northeast portions of the Township consists of newer moderately high cost residential structures with neighborhoods of more modern design and curvilinear street patterns. Since 2005, there have only been two residential developments, Pinehill and Hidden Pond. Both of these developments were developed in 2016, resulting in 34 single family detached lots.

FIGURE 3.3 EXISTING LAND USE



Commercial

Uses include retail, wholesale, and service businesses, and professional offices. There are limited commercial land uses located in White Bear Township. The commercial land uses in the northern part of the Township are scattered along or in close proximity to US 61 and the intersection of I-35E and CR J that includes the White Bear Township Theater complex. The Cub Foods anchored Meadowlands development is at CR 96 and Centerville Road. Major commercial uses that serve the immediate area of the Township are concentrated in the Central Business District in the City of White Bear Lake, along CR E in Vadnais Heights, and the Maplewood Mall commercial areas. Home occupations exist but are rare in the Township and are becoming more popular.

Industrial

Uses include all manufacturing operations and those non-manufacturing operations that are industrial in nature, such as supply yards, warehouses, transportation facilities, and public utilities. Most of the working residents of White Bear Township are employed at industries located outside of the community. Some of the industrial uses in White Bear Township are provided with access to Burlington- Northern Railroad track. Many of the industrial uses located in White Bear Township are light manufacturing industries.

The remaining industrial related uses include storage and warehouse facilities, contractor office-warehouse facilities, and two power substations.

New industrial development has continued to remain separated from residential areas because of major man-made and natural barriers. These barriers include the two railroads, the interstate highway which traverses the Township and the low wetland areas. Due to the separation of different land use types there has been no noticeable deterioration of residential neighborhoods.

Public

These uses are oriented to providing public services and include: township parks, county parks, elementary schools, town office building and maintenance garage, and the Town Hall. Public land use is discussed in greater detail in the community facility section of this report.

Table 3.1 provides existing land use acreages based on plats and other related data from the Township.

TABLE 3.1 EXISTING LAND USE

Land Use	Acres	Percent
Within MUSA	6,743	
Vacant	160	2.3%
Single Family-Detached	1,298	18.4%
Single Family-Attached	76	1.1%
Townhome/Condo/ Apartment	73	1.0%
Commercial	52	0.7%
Industrial	206	2.9%
Religious	36	0.6%
Airport	33	0.5%
Railroad	96	1.4%
Open Water	2,327	33.1%
Public	550	7.8%
Right-of-Way	565	8.0%
Undevelopable	12	0.2%
Environmental: Wetlands and Floodplains	1,254	17.8%
Outside MUSA	294	
Single Family-Detached	10	0.1%
Ramsey County Poplar Lake Park Reserve	159	2.3%
Right-of-Way	8	0.1%
Open Water	31	0.4%
Environmental: Wetlands and Floodplains	85	1.2%
Total Land and Water Area	7,037	100.0%

TABLE 3.2 2040 PLANNED LAND USE

Planned Land Use	Net Acres	Percent
Residential - Low Density	1,365	19.4%
Residential - Medium Density	88	1.2%
Residential - High Density	32	0.4%
Residential - PUD	13.5	0.2%
Commercial	56	0.8%
Public-Institutional	95	1.3%
Industrial	307	4.4%
Airport	33	0.5%
Railroad	96	1.4%
Open Water*	2,358	33.5%
Township Green Space	17	0.2%
Township Park Property	126	1.8%
County Park Property	523	7.4%
Right-of-Way*	574	8.1%
Undevelopable	12	0.2%
(Wetlands and Floodplains^*)	1,339	19.0%
Total Land and Water Area	7,037	100.0%

*Includes land both inside and outside the MUSA
 ^Land encumbered by environmental constraints, taken out of the overall net acreage calculation of other land uses.

Source: White Bear Township, HKGi.

Future Land Use

Figure 3.4 illustrates the 2040 land use plan. All of White Bear Township, except for the Poplar Lake area, is within the Municipal Urban Service Area. The remaining developable land is expected to complete the new development cycle of the community during this planning period. Emphasis will shift to preservation and renovation with redeveloping occurring where land values and policy permit. The Township continues its tradition of open space and environmental protection with nearly half of the land devoted to those functions. The largely single-family development pattern will continue. Areas of industrial and commercial development will occur along Centerville Road on the west side. The Town Centre will provide a community space as well as a job core.

The general land use development pattern and plan can be summarized as:

- » Bellaire/Eastwood Manor - low density residential and public uses.
- » Birch Lake - high density and low density residential, limited industrial along White Bear Parkway.
- » Meadowlands - medium density residential and business uses.
- » Otter Hills, Bald Eagle - the bulk of the community is located in this district. Most development is low density residential with some in-fill higher density. Major parks dominate the district. The areas around the Town Centre and along Centerville Road represent new growth areas.
- » White Bear Beach - New residential development.
- » Poplar Lake - continues to be dominated by the Ramsey County Poplar Park. A few scattered homes remain.
- » East Oaks - development potential for industrial and a mix of residential densities.

Future Land Use Designations

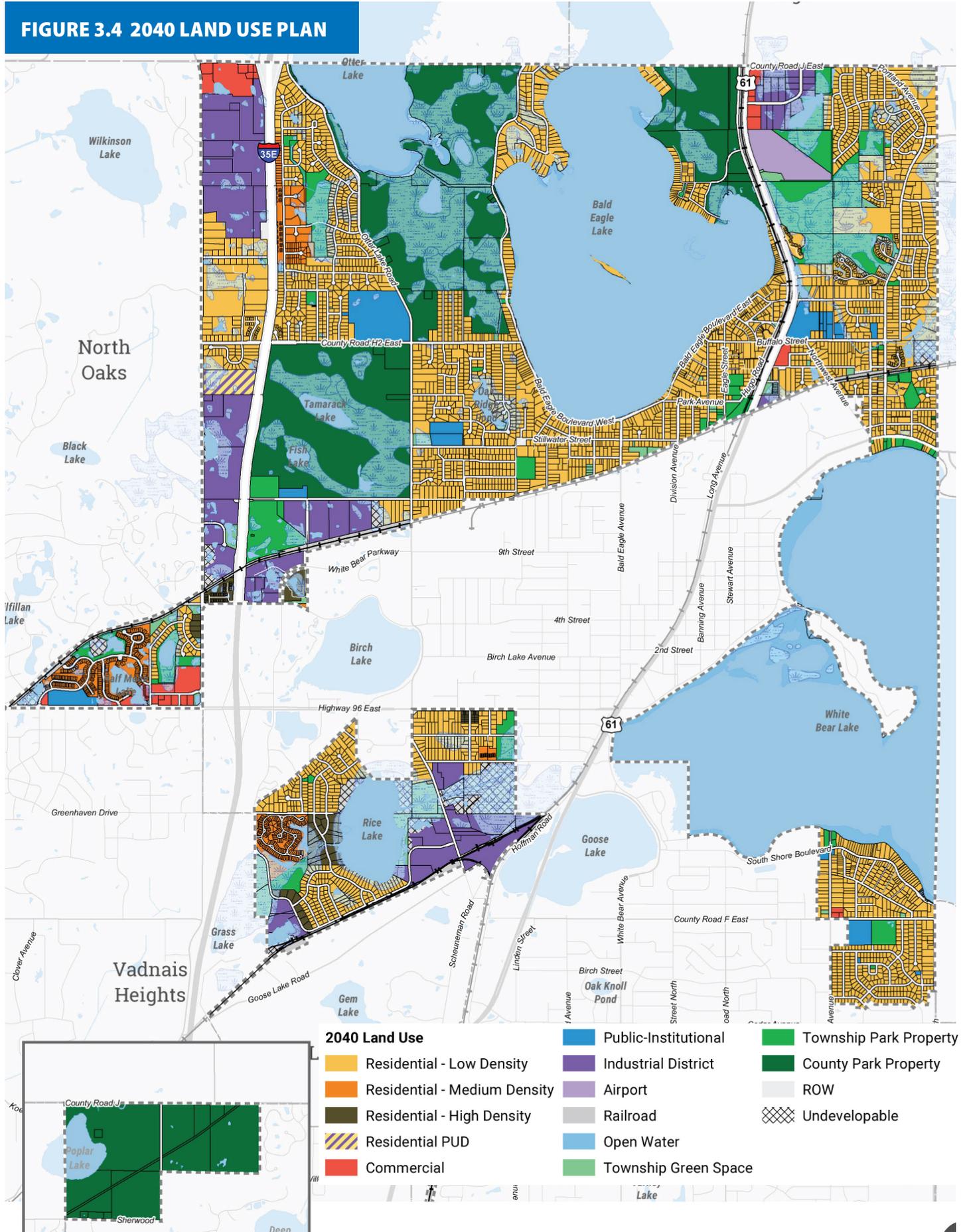
Residential - Low Density

Consists of single family detached residential as the prevailing development type but may also consist of limited amounts of small attached unit buildings (twin home or duplexes). The density range (minimum to maximum) of this land use designation was established in the 2030 Comprehensive Plan as 3.0 units per acre to 3.0 units per acre; properties with this designation have not changed since the 2030 Comprehensive Plan and are intended to be fully developed by 2030, in compliance with that adopted Plan.

Residential - Medium Density

Represents greater density residential development than Low Density Residential, consisting of more attached housing products. This land use pattern would include some single family detached housing, typically on small lots clustered together, as well as some higher density housing in small apartment/condo type structures. The density range (minimum to maximum) of this land use designation was established in the 2030 Comprehensive Plan as 6.0 units per acre to 6.0 units per acre; properties with this designation have not changed since the 2030 Comprehensive Plan and are already fully developed, in compliance with that adopted Plan.

FIGURE 3.4 2040 LAND USE PLAN



Land Use Changes from 2030 Comprehensive Plan

As the community is almost fully developed, there is only one change to future land use from the 2030 Comprehensive Plan. That change is for the designation "Residential-PUD" which provides for a mixed-residential PUD development with multiple housing types within one parcel.

As indicated in the other residential designations, all other undeveloped residential areas of the township are expected to develop at the densities and time frame established in the 2030 Comprehensive Plan.

Residential - High Density

Includes stacked orientation of multi-family housing such as apartments and condos. Generally, this land use category would not include any single family detached housing product type but could include attached side by side townhome or condominium type structures. The density range (minimum to maximum) of this land use designation was established in the 2030 Comprehensive Plan as 10.0 units per acre to 10.0 units per acre; properties with this designation have not changed since the 2030 Comprehensive Plan and are already fully developed, in compliance with that adopted Plan.

Residential - PUD

This designation is for a particular parcel on the western border of the Township. This parcel is uniquely situated to develop as a mixed-residential PUD with a mix of residential housing types at different densities. The breakdown of the densities within the PUD are:

- » 30% of PUD (4.0 net acres): PUD Low Density - 1.0-3.0 units per acre
- » 18.5 % of PUD (2.5 net acres): PUD Med Density - 3.0-8.0 units per acre
- » 51.5% of PUD (7.0 net acres): PUD High Density - 8.0-10.0 units per acre

While this property had this designation within the 2030 Comprehensive Plan, the breakdown of residential uses/densities has been updated for this 2040 Update.

Commercial

The commercial classification includes a wide variety of commercial land use activities that focus on retail goods, services, offices, restaurants, and entertainment. This classification may also include but is not limited to areas for offices and related uses, and auto repair services.

Public-Institutional

Includes uses such as public schools, fire stations, libraries, water-system facilities, religious institutions, cemeteries, private schools, and other Town, County, and State-used and owned properties.

Industrial

Intended to provide a coordinated and planned environment for business uses including manufacturing, light industrial, and research and design. This category is less focused on retail goods and services and more focused on jobs.

Airport

Land occupied by Benson's Airport.

Railroad

Land occupied by rail road corridors.

Open Water

Lakes and other areas of land permanently covered by a body of water.

Township Green Space

Reflects lands that are either undevelopable or that township intends to not develop. These areas will typically be used for passive recreational needs, habitat restoration, or as a preserve.

Township Park Property

Owned and maintained by the Township, this category represents active or passive recreation areas. Some uses are informal recreation areas while others are more formal with groomed fields.

County Park Property

Owned and maintained by the Township, this category represents active or passive recreation areas. Some uses are informal recreation areas while others are more formal with groomed fields.

Right-of-Way

Access corridors typically occupied by roadways that are reserved for vehicular or other means of travel.

Undevelopable

Inaccessible and undevelopable parcels due to environmental constraints.

Development Potential

The future development pattern of the Township is extensively shaped by historical policies and investments. The Township only has about 200 acres of vacant or underdeveloped land, mostly located on the west side of the community adjacent to North Oaks lying between Centerville Road and I-35E. Figure 3.5 identifies the areas of significant parcels of vacant land that remain to be developed. It is projected that these vacant parcels will be completely developed during the planning period. Protecting and helping neighborhoods to encourage compatible reinvestment is a priority. Specific policies are part of the plan, but no area is specifically identified for preservation or redevelopment initiatives.

Phasing of Development

As mentioned above, almost all of the land uses projected to develop by 2030 within the 2030 Comprehensive Plan are still expected to develop within that time frame by this Comprehensive Plan Update. For purposes of phasing development, the Township considers “developed” to mean subdivided/platted. The full built-out of homes into new subdivisions may extend beyond 2030.

TABLE 3.3 DEVELOPMENT PHASING

Future Land Use Designation	Developable Net Acres 2018	Developed by 2020	Developed by 2030	Developed by 2040
Residential - Low Density	51.07	7.66	51.07	51.07
Residential PUD	13.50	0.00	13.50	13.50
Low Density	4.00	0.00	4.00	4.00
Medium Density	2.50	0.00	2.50	2.50
High Density	7.00	0.00	7.00	7.00
Commercial	4.26	0.00	3.62	4.26
Industrial	101.92	15.29	86.63	101.92
TOTAL	170.75	22.95	154.46	170.75

FIGURE 3.5 DEVELOPABLE: VACANT AND UNDER-DEVELOPED LAND

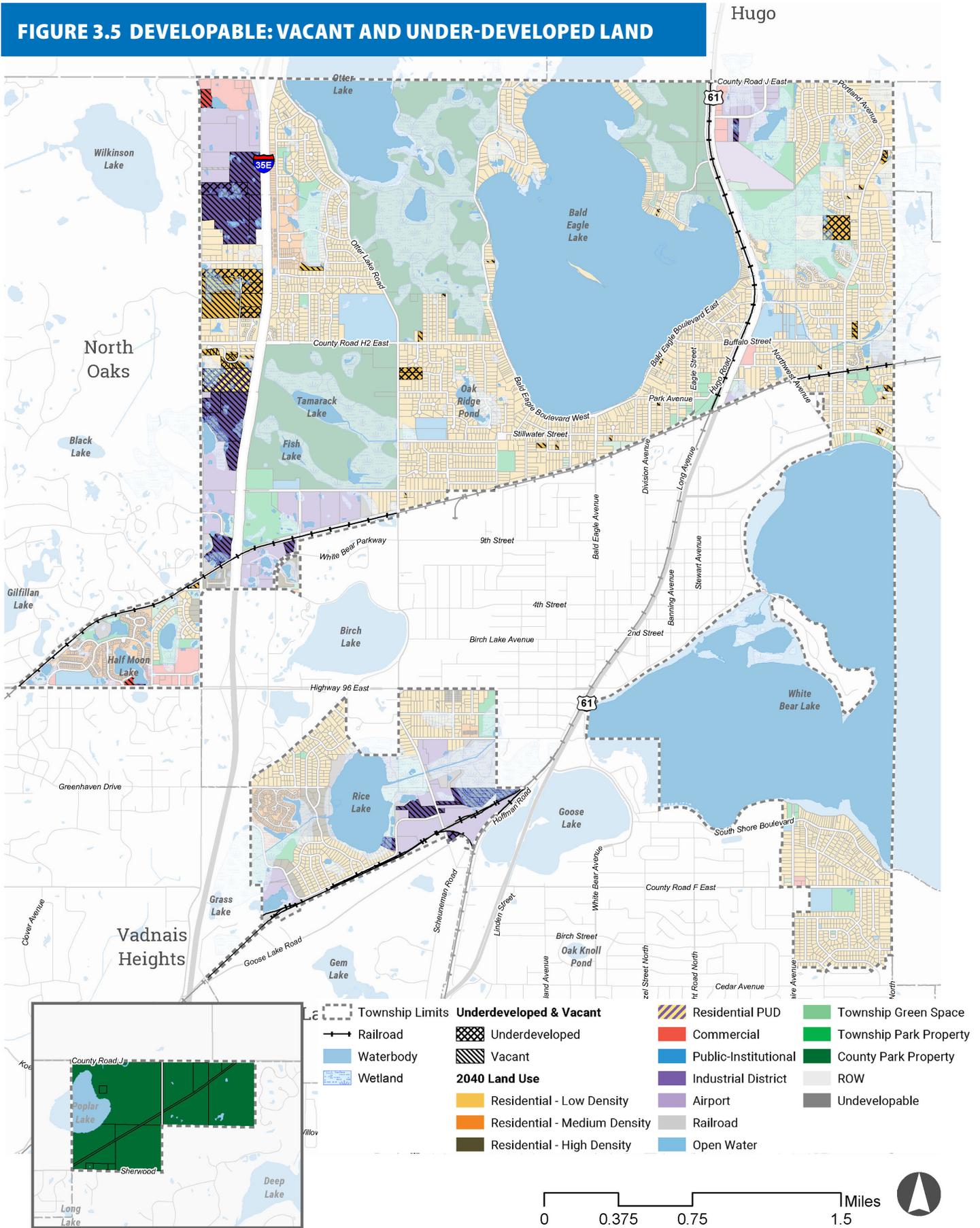


TABLE 3.4 RESIDENTIAL DEVELOPMENT POTENTIAL OF CHANGED LAND USE DESIGNATION

Future Land Use Designation	Min u/a	Max u/a	Planned Acres	Min Units	Max Units
PUD Low Density	1.0	3.0	4.0	4	12
PUD Medium Density	3.0	8.0	2.5	8	20
PUD High Density	8.0	10.0	7.0	56	70
TOTAL			13.5	68	102
			U/A	5.04	7.56

Residential Development Potential

For this round of Comprehensive Planning, the Township must ensure that any new planned land use that is different from the approved 2030 Comprehensive Plan meets the Thrive MSP 2040 standards of the region. Table 3.4 shows the residential development potential for the changed future land use designation of Residential - PUD. These areas are expected to develop at a minimum average of 5.04 units per acre net. Other areas of residential development are within the time frame and densities approved by the 2030 Comprehensive Plan.

Commercial & Industrial Development Potential

Commercial and industrial development, because of the geography, needs to be viewed in the broader context that considers neighboring communities. Downtown White Bear Lake is undergoing an expansion as the traditional village center. The retail complex at CR 96 and I-35E is a development that resulted after extensive community review and adjustments. The Meadowlands does provide for a mix of uses and cross section of housing in conjunction with the commercial development. A higher density housing development was approved in 2001. The area is interconnected with trails and walkways woven into the residential and commercial areas. Target and Wal-Mart anchor a shopping center development in adjacent Vadnais Heights. The area also includes a new City Hall along with a fire station.

Light industrial land development along Centerville Road and Hammond Road has provided significant industrial and job-based development in the community. The Metropolitan Council anticipates 1,643 new jobs in the Township between 2014 and 2040. The 2014 employment estimate was 2,457 and the 2040 employment forecast is 4,100. There are 101 vacant acres guided for industrial and 5 vacant acres guided for commercial land uses that could accommodate the forecasted new jobs. Creating local employment opportunities offers the opportunity for shortening work trips and increasing residents' access to housing supply.

Economic Development Program

White Bear Township has formed an Economic Development Advisory Board that has conducted strategic planning efforts and developed a working strategy for expanding economic activity, jobs, and community identity. Part of the strategy is working with Gem Lake, White Bear Lake and Vadnais Heights in support of the business centers that also serve the Township. The economic development program is contained under separate cover.

Natural and Special Resources

As with any community planning for future development, the Town of White Bear needs to utilize its environmental resources wisely. Resources such as soils, wetlands and woodlands can be viewed as constraints or opportunities. In some circumstances they represent physical constraints that hinder development. In other cases they represent opportunities for preservation, and enhancement of the quality of life.

Soils

For purposes of general analysis, the soils in White Bear have been grouped into five categories according to their texture, slope, normal drainage and development potential. It is noted that this map is generalized, and does not provide a substitute for site analysis.

Soils of the Township, shown in Figure 3.6 result from weathering of glacial till or boulder clay, moraines and glacial out wash plain deposits, glacial lacustrine material and deposits of alluvium. Two distinct glacial drift sheets form the basis for most of the area and include the gray drift till and the gray drift outwash. In addition, a small amount of Pleistocene dune sand is present.

Wetlands

White Bear Township is rich with wetlands, open water areas, and natural amenities important to the quality of life. Of 36 wetlands, ranging in size from five to 240 acres, nine comprise areas larger than 40 acres. Wetlands and open water areas constitute approximately 20% of the total area in the Township. Clearly, wetland areas are of major significance in White Bear Township.

The existence of these wetlands is important to the Township and other neighboring areas. Wetlands perform many vital functions such as aquifer recharge, serving as natural catch basins for sediment and runoff, retention of floodwaters, and wildlife habitat. The wetlands become integral, organizing components of the land use plan.

A previous study by the Soil Conservation Service made several policy recommendations to the Town Board, which were considered in the adoption of a wetlands ordinance:

- » Wetlands over 10 acres in size should be saved for groundwater recharge.
- » Wetlands located in lakeside positions on the landscape should be preserved and protected. Mowing or harvesting of their vegetation should be prohibited. Excavation of navigation channels should be prohibited.

FIGURE 3.6 HYDROLOGIC SOILS

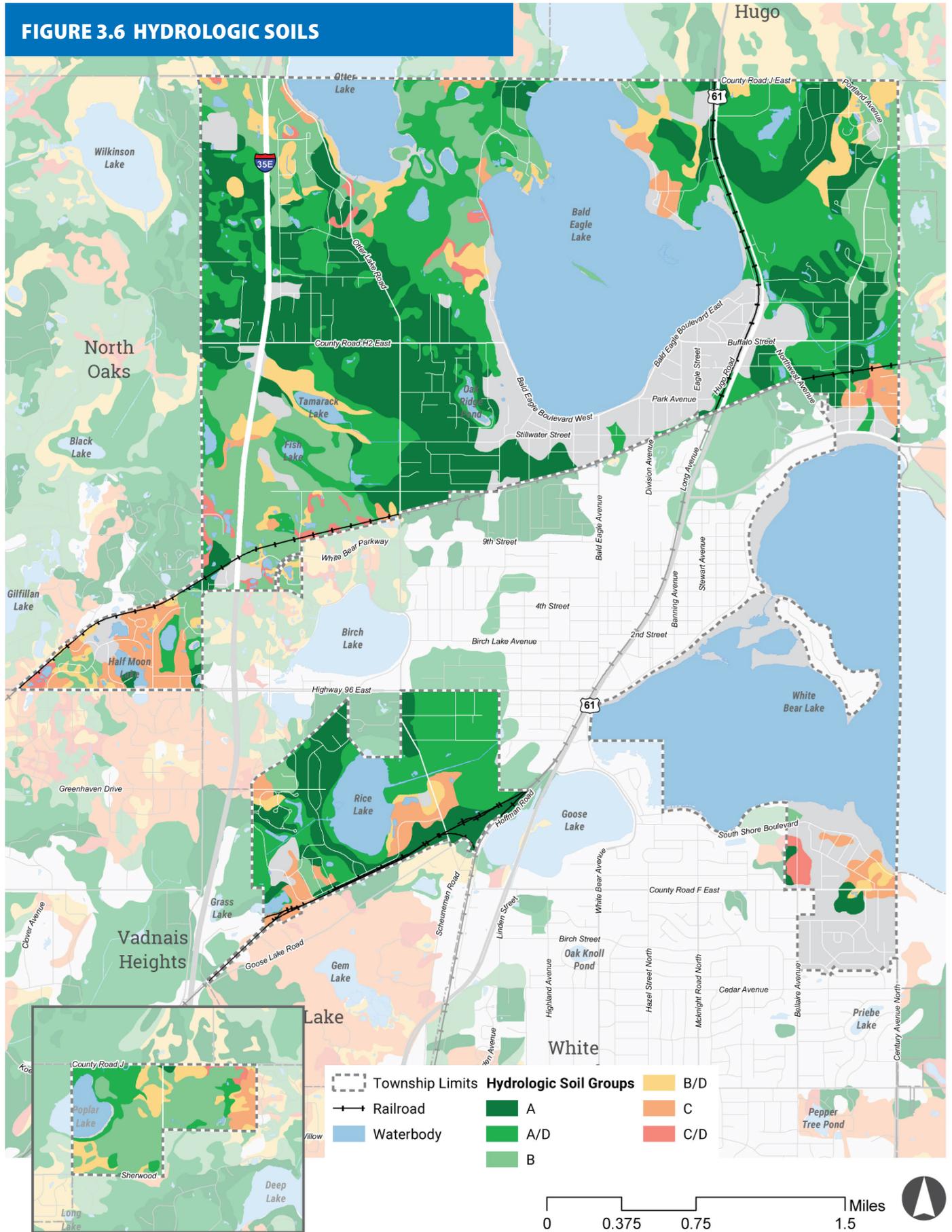
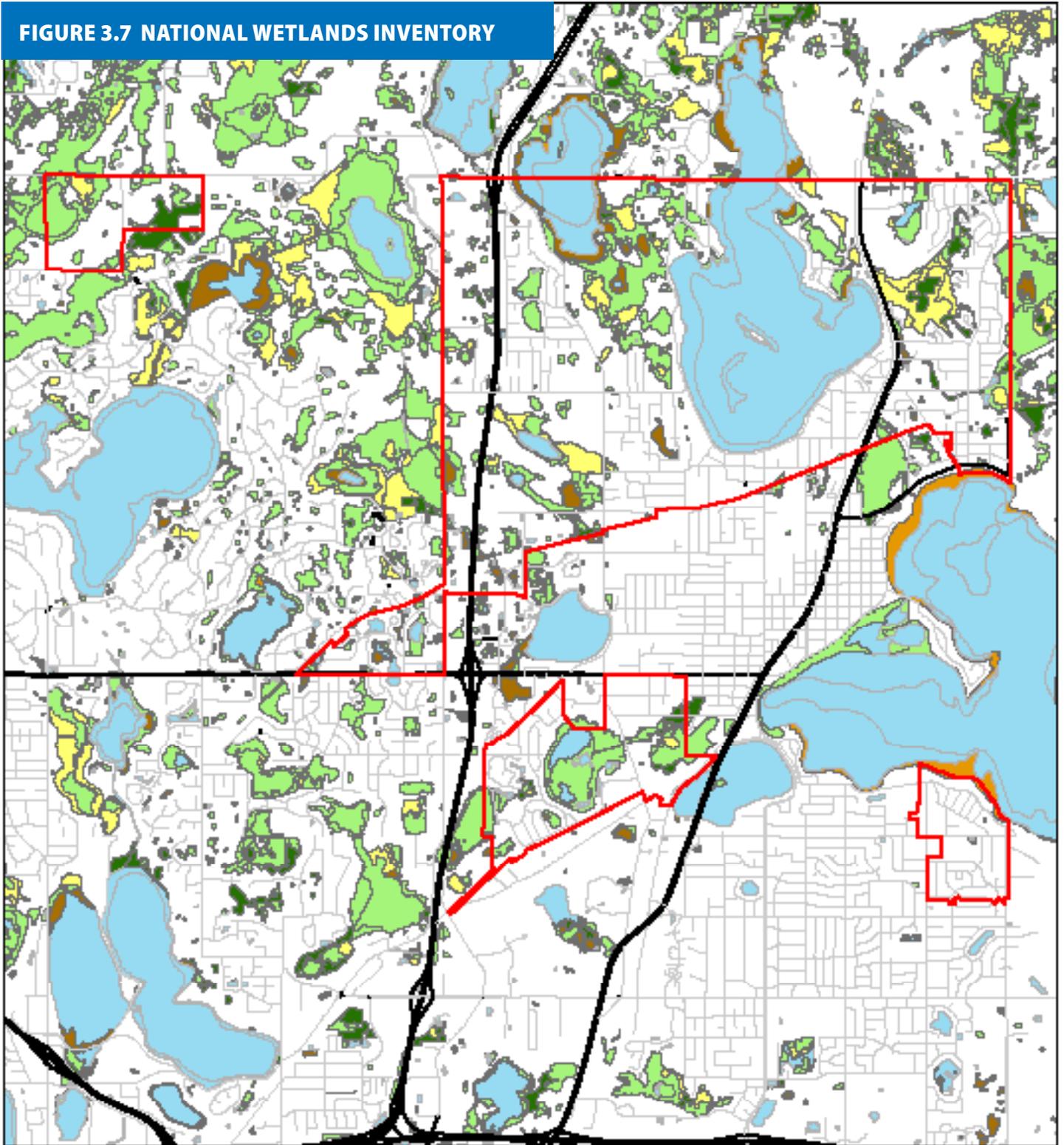


FIGURE 3.7 NATIONAL WETLANDS INVENTORY



Legend

- | | |
|---|---|
|  WBT Limits |  Shrub Wetland |
|  Deep Marsh |  Open Water |
|  Shallow Marsh |  Non-vegetated Aquatic Comm. |
|  Hardwood Wetland | |



Source: MN Dept of Natural Resources, National Wetland Inventory



Map date: April 2018

Limitation of Liability
 This document is not a legally recorded map or survey and is not intended to be used as one. This map is a compilation of records and information from various state, county, and township offices, and other sources.

- » Wetlands located along streams or other major drainage ways and those that are headwaters for streams should be preserved for storm water storage and nutrient trapping.
- » Upland wetlands that are significant collectors of runoff and are located in minor drainage ways should be incorporated into drainage plans to provide sediment collection, floodwater storage and nutrient trapping.
- » Individuals owning wetland areas should be encouraged to preserve them for wildlife and recreation benefits, as well as to maintain the character of the landscape in their area.

Coniferous Wetlands

Coniferous wetlands in Ramsey County are quite rare, and good examples are considered high priority for protection. Tamarack Nature Center and Bald Eagle-Otter Lake Regional Park may have once had tamarack bogs, but none remain today. A few tamaracks (*Larix laricina*) have been reported from the shoreline of Tamarack Lake. A large tamarack swamp is located on Township-owned property east of US 61 and south of the Benson Airport property.



Freshwater Emergent Wetland on Tamarack Lake

Woodlands

There are a few large woodland areas remaining in White Bear Township. The larger areas are located in the Tamarack Nature Center and Bald Eagle-Otter Lake Regional Park Reserve. Several smaller areas are scattered throughout the community. Typically, these stands were left undisturbed because of a high water table or other development limitation. The majority of the small areas remaining are privately owned, and provide aesthetic relief and haven for birds and small animals. A few wooded areas are owned by the Township and developed as park and recreation areas. Woodland areas vary from upland deciduous (oak, maple, ironwood) to lowland deciduous (birch, aspen, willow, ash, elm). The loss of tree canopy due to threats such as emerald ash borer and oak wilt has negative impacts on the health and environment of the community. The Township will explore further steps to prevent further loss of existing tree canopy to such threats.

Erodible Slopes

The overall terrain of the Township is level to slightly rolling, with few if any slopes in excess of 12%. Topographic maps depict the elevation change of the area. The steepness of the terrain and the soils analysis presented earlier help to identify areas susceptible to erosion or other soil loss conditions. Steep slopes and soils are not present in White Bear Township that give rise to the need for special protection measures. Rather, limitations in the Township are more typically related to insufficient drainage associated with level ground areas and areas with slight depressions which create ponding areas.

Groundwater

White Bear Township is within the North and East Metro Groundwater Management Area (GWMA), designated by the Minnesota DNR. The North and East Metro GWMA includes all of Washington County, all of Ramsey County, and a portion of Anoka and Hennepin Counties. The GWMA Plan will guide the DNR's efforts to manage groundwater appropriations sustainably in this area over the next five years. The Plan establishes sustainability goals to help appropriation permit holders plan for their future water use and ensure that groundwater supplies remain adequate to meet human needs while protecting lakes, streams and wetlands. White Bear Township participates on the advisory team for the GWMA.

Aggregate Resources

No aggregate resources have been identified within the boundaries of White Bear Township limits.

Rare and Sensitive Species

The Township early on recognized the value of its natural resources. As a part of that recognition, the Township requested the Minnesota Nature Heritage Program perform a rare and sensitive species analysis. The findings of that analysis are summarized below. Four significant components were identified for discussion.

Blanding's Turtle

Emydoidea blanding

Natural Heritage Program Status: Special Concern

There are two historic records for the Blanding's Turtle in the vicinity of the defined study area. The first record is of a specimen collected at Birch Lake in 1939. The second record is of one female and 20 eggs (removed from specimen) that were collected at Lake Vadnais in 1949. Both records suggest that the lakes in the vicinity of White Bear Township have provided suitable habitat for the turtle in the past. Blanding's turtles use upland areas up to and over a mile distant from wetlands, as well as wetlands. Uplands are used for nesting, basking, periods of dormancy, and traveling between wetlands. Because of the tendency to travel long distances over land, Blanding's turtles regularly travel across roads and are therefore susceptible to collisions with vehicles. Any added mortality can be detrimental to populations of Blanding's turtles, as these turtles have a low reproduction rate that depends upon a high survival rate to maintain population levels. Other factors believed to contribute to the decline of this species include wetland drainage and degradation, and loss of upland habitat to development.



Blanding's turtle Source: MnDNR



Rana catesbiana (Bullfrog) Source: Minnesota Pollution Control Agency

Bullfrog

Rana catesbiana

Natural Heritage Program Status: Rare

Two bullfrogs were collected at White Bear Lake in 1950. The authenticity of these records is somewhat in doubt. The backwaters of the Mississippi River in Houston County are the only locality where there is well-documented population. There are also several scattered collection points throughout east-central Minnesota. All of these records represent specimens that were transported into the state from further south. On the other hand, the bullfrog is relatively common throughout the neighboring state of Wisconsin and it may not be unrealistic to suspect that it is also found in east-central Minnesota. The bullfrog is primarily an aquatic species, preferring the slow backwaters and ponds of large rivers.



Great Egret Source: MnDNR

Great Egret

Colonial Nest Site

Natural Heritage Program Status: Rare

In 1978, five pairs of great egrets were reportedly nesting on Willow Lake, a couple miles south of the study area. Although herons and egrets nest with a small, well defined colony, they may feed within a 25-mile radius of the colony. Today, the egret population has expanded to where no organized census is regularly conducted. Egrets may be found in and around most of the water bodies in White Bear Township.

Historic Sites

The Metropolitan Land Planning Act (Minnesota Statutes 473.859, Subd. 2) requires that local comprehensive plans include a section on historic preservation. Historic assets promote community pride and create a sense of community. The National Register of Historic Places is the nation's official list of properties deemed worthy of preservation. The Register is maintained by the National Park Service and is administered by a State Historic Preservation Office (SHPO) in each state. Properties may be listed due to their association with significant persons and events, their architectural or engineering significance, or for the historic or pre-historic information they provide. The Register also lists important groupings of properties as historic districts. An environmental review process protects properties that may be affected by state projects or federally funded or licensed projects but does not interfere with a private property owner's right to alter, manage or dispose of the property.

E. H. Hobe House/Solheim

Listed: May 19th, 1983

Address: 5590 W. Bald Eagle Blvd., White Bear Township

Significance Level: Local

The E. H. Hobe House or “Solheim” (Sunshine House) was built in 1897 and designed by architect C. F. Struck. It is historically and architecturally significant as the home of Engelbrecht H. Hobe, a Norwegian immigrant who served in the Norwegian Consulate for 49 years and was one of Minnesota’s most prominent Norwegian-Americans. This is the house in which Hobe entertained a number of Norwegian delegations visiting the Twin Cities.

The E. H. Hobe House is by far the largest and most intact Victorian mansion still standing on Bald Eagle Lake in White Bear Township. The 2 1/2 story wood frame house has a Mansard and gambrel roof and its asymmetrical and complex design is characteristic of the eclectic nature of some Victorian residential architecture. The interior of the house is basically intact and contains eighteen rooms. Alterations to the original house were made in 1905. Today the house stands on the remaining 2.4 acres of the wooded Solheim estate, much less than the several hundred it was built on.

Other Sites of Historic Significance:

Although not part of the National Register of Historic Places, the following sites have local historic and cultural significance:

Historic Town Hall Building

The original township “Town House” was a 26 by 40 foot simple rectangular building. Built in 1885, the White Bear Town House was designed by St. Paul architect Cass Gilbert, and sat on the shore of White Bear Lake. Recently, the Town Hall was moved to Polar Lakes Park, adjacent to Township Administrative buildings. The building has been renovated to have some of the historic elements that years of repairs and replacements had covered over. The Town Hall is now home to the township’s historical society and is used for historical and educational programming

Benson Airport

In the 1940’s, the Benson family converted their family’s farmland into an area dedicated to their passion for aviation. The simple grass runway just east of Bald Eagle lake has served as an iconic point of pride for the Township since its inception. In 1996, the estate of John F. Benson gifted the Airport to White Bear Township, with a lease agreement of 40 years.



*E. H. Hobe, House (Solheim)
Source: Minnesota Historical Society*

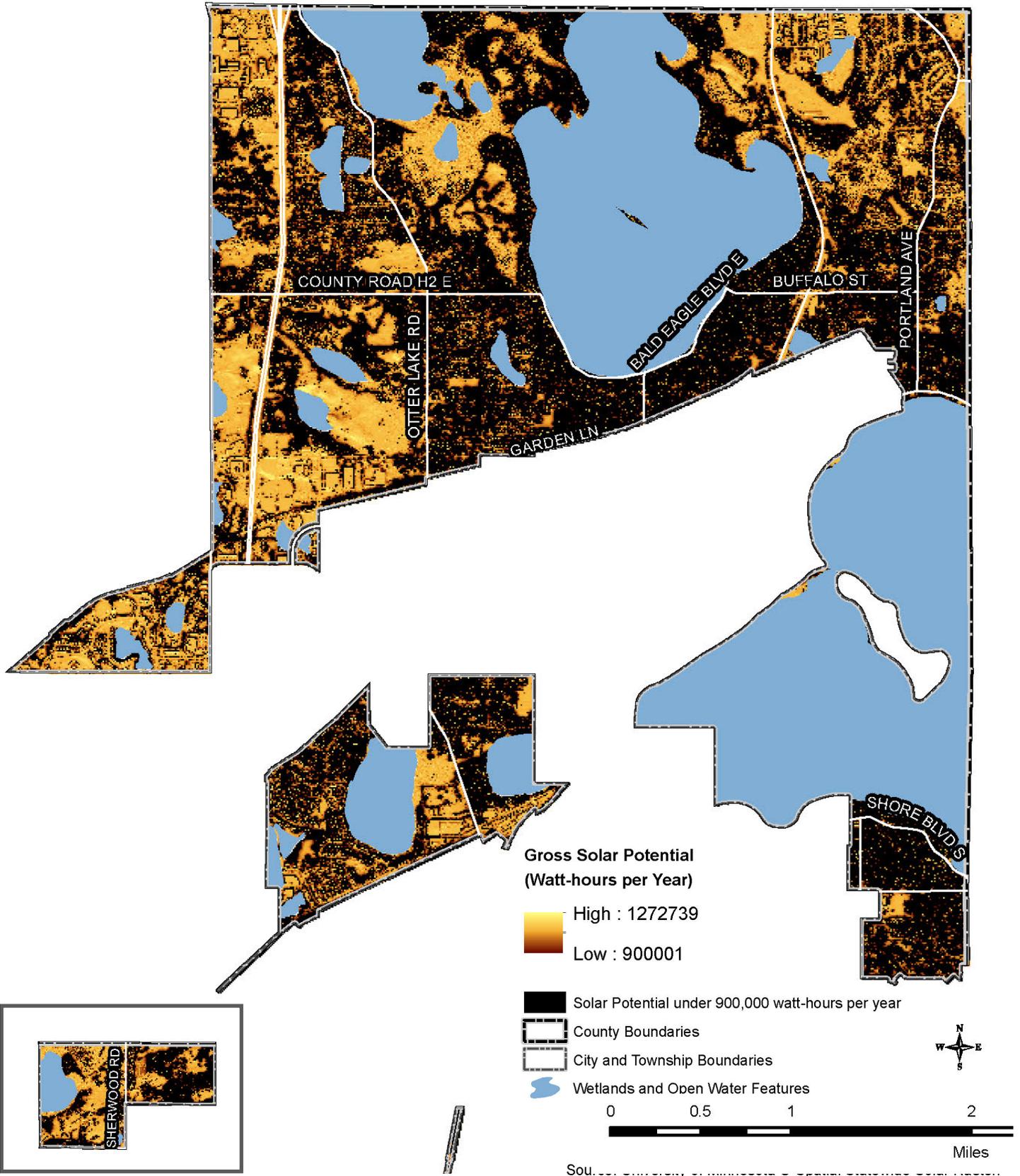


*Historic White Bear “Town House”
Source: White Bear Lake Historical Society*



Benson Airport

FIGURE 3.9 GROSS SOLAR POTENTIAL



Solar Resources

In accordance with the Metropolitan Land Planning Act, the Township has had an element for the protection and development of access to solar energy since the 1980 Comprehensive Plan. As shown in Figure 3.9, areas of White Bear Township where the most gross solar potential exists include the southwest area, the west part of the Poplar lake area, and the north-northeast area. The values represented in the map are reflected in Table 3.5. The gross solar potential and gross solar rooftop potential were calculated by the Metropolitan Council. These potentials are expressed in megawatt hours per year (Mwh/yr), and represent gross totals. In other words, these calculations do not demonstrate the amount of solar likely to develop in White Bear Township; instead the calculations estimate the total potential resource.

The fact that White Bear Township is nearly a fully developed community suggests that consideration of solar access will occur during redevelopment efforts and on an individual basis. Accordingly, the Township will take the following measures to ensure protection of solar access where appropriate:

- » Encourage access to direct sunlight for areas that will undergo redevelopment.
- » The Township should consider making information available pertaining to design criteria for solar access.
- » Encourage the design of new subdivisions in a manner that allows the maximum number of new buildings to receive sunlight sufficient for solar energy systems.
- » Examine the existing Zoning and Subdivision Ordinances to ensure that they adequately include solar energy protection measures.



Solar Panels

TABLE 3.5 GROSS SOLAR POTENTIAL

Gross Potential (Mwh/yr)	Rooftop Potential (Mwh/yr)	Gross Generation Potential (Mwh/yr)	Rooftop Generation Potential (Mwh/yr)
8,862,237	602,506	886,223	60,250

Source: Metropolitan Council

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04. TRANSPORTATION PLAN

Purpose

The Transportation Plan is meant as a framework to guide the maintenance and development of road, transit, pedestrian and bicycle facilities in White Bear Township. The Chapter is necessary to ensure that the transportation system best accommodates the present and future mobility, access, and safety needs of the Towns residents and visitors.

The Transportation Plan aims to position the transportation system within a regional context, putting emphasis on the ability of neighborhoods to attract new families, the capacity of business districts to attract new companies, and the ability of residents to access town features, such as parks and employment centers through a variety of transportation options.

Existing transportation facilities today are overwhelmingly roads providing paths for cars, trucks, commercial vehicle and emergency vehicles, buses, bicycles and pedestrians. These roadways are more complex than typically found in a township where a rural and well-spaced road network is anticipated. White Bear Township is obviously not a usual township and its unique geographical pattern provides an even more intriguing and challenging transportation system.

The surface transportation system is predominantly the highway and road or street system. White Bear Township is also served by freight rail, which means it was a candidate for commuter passenger rail service at one point. After several year of planning and review by the Rush Line Corridor commission a bus rapid transit (BRT) system is preferred to commuter rail. The public transit system operates on the highway system in a parallel, but not directly related hierarchal system.

Bicycle and pedestrian transportation facilities are addressed further in Chapter 07. Trails Plan.

ISSUES IDENTIFIED FOR TRANSPORTATION

- » Increasing demand for more diverse transportation options, especially non-motorized transportation
- » Need for pedestrian connections between neighborhoods and local destinations
- » Need for expanded transit service, especially if future regional transitway investments, like the Rush Line BRT and the express service on I-35E, occur
- » May need to accommodate more people working at home
- » Benson Airport will likely still be in use in 2040

Features of the Transportation System considered throughout this Transportation Plan are:

1. Functional Classification: the purpose and function of the guideway.
2. Jurisdictional Responsibility: who owns the facility, is responsible for construction and improvement, and for operating is covered under this system description.
3. Financial System: financing of transportation improvements involves any number of resources and eligibility requirements.
4. Design: all of the above components along with projected level of use are combined into a physical facility that is designed and constructed within the various systems that are impacted and concerned.

Goals & Policies

Goals

- TSP - G1. The Township has safe, efficient, convenient, and interconnected transportation systems for use by pedestrians, bicycles, transit, and automobiles

Policies

- TSP - P1. Ensure that traffic from higher intensity use districts does not intrude into lower intensity use districts.
- TSP - P2. Work with other communities, Ramsey County, MnDOT, and others to develop transit options, such as a transit corridor on I-35E and associated “feeder lines” within White Bear Township.
- TSP - P3. Ensure transportation infrastructure is upgraded as needed to meet community needs and provide for transportation safety in 2040.
- TSP - P4. Ensure maintenance at the Benson Airport facilities through 2040.

Actions

- TSP - A1. Examine approaches for collaborating with adjacent governments in the provision of transportation infrastructure and services.
- TSP - A2. Identify and develop opportunities for multimodal transportation options, including walking and bike trails.
- TSP - A3. Work with other communities, Ramsey County, MnDOT, and others to develop transit options, such as a transit corridor on I-35E and associated “feeder lines” within White Bear Township.

Roads

The existing jurisdictional system is shown in Figure 4.1. Because of state law pertaining to township government, the system is entirely under the jurisdiction of the state and Ramsey County.

The highway system is composed of a hierarchal classification, which places a premium on mobility (ease and speed or movement, safety and absence of interruptions) at the principal arterial end to land access (property or lot driveway connections) at the other. The region has adopted a functional classification system, which relates to, but transcends a direct design type. The roadway system is composed of the following functional classifications:

Principal arterial

These routes are the backbone of the high speed, high mobility network. They are anticipated to carry up to 70% of the vehicle miles traveled. They are spaced three to six miles apart and limit direct property access to the extent possible. The most prominent principal arterial is the 600 miles of Interstate Highway in the Twin Cities metropolitan area. White Bear Township has one principal arterial - I-35E running north-south through the community with three interchanges (CR E, CSAH 96, CR J) providing access to the township and its surrounding neighbors. I-35E intersects with the beltway I-694 two and a half miles south. No other principal arterials are present or planned. The responsibility for this system is primarily that of MnDOT.

Minor Arterial

These arterials connect to the principal arterial system and carry trips that are shorter in length and are between communities. The emphasis is again on limiting direct property access to provide for higher-level mobility and safety. Intersection spacing should desirably be 1,320 feet apart at a minimum. The region has divided this group of arterials into two levels, A-minor and other arterials. The A-minor arterials have the most emphasis on mobility and thereby are considered part of the regional system and eligible for federal financial assistance.

The A-minor arterial system is further subdivided into connectors, relievers, expanders and augmenters. Each of these elements relates to the particular development type in the region and the proximity to principal arterials. The other arterial system augments the A- minors and reduces intersection spacing intervals. The elimination of direct property access from the minor arterials has met with mixed results. These routes are spaced 1 to 3 miles apart depending on the planned development density. Primarily the counties manage the A-minor arterial system although 11 area municipalities also operate minor arterials. White Bear Township is not one of those.

Collectors

This level of the system performs as its name implies, collects traffic from local streets and feeds it to the arterials and vice versa. Collectors are spaced as appropriate and provide both land access and connection of local streets. Collectors are generally part of the locally assessed street system.

Local streets

These streets provide direct access to parcels of property. Financing is usually special assessment to the abutting property owners. Street cross section design is an area of continuing debate. The historical tendency has been to construct local streets to a width that provides for circulation and parking and emergency services. It is clear that a street is an expensive parking area. The policy objective is to provide the narrowest street possible to connect properties to individual and public safety access.

The existing roadway system is reflective of the Township - disjointed. Perhaps, the fragmentation is a valuable asset in that it requires the implicit cooperation of others. Only CR H-2/Bald Eagle Boulevard/Buffalo Street provides a system element entirely within the Township. Water bodies, regional parks and intervening jurisdictions fragment the system. The Birch Pond central area of the Township is least served by system roads. Otter Lake Road, Centerville Road, and Portland Avenue are other roads with significant service to the community. On a relative basis, CR F, Bellaire Avenue, East County Line, and South Shore Boulevard roads provide access to that part of the township. Table 4.1 summarizes the existing functional system depicted in Figure 4.2.

TABLE 4.1 EXISTING ROAD SYSTEM

Route	Designation	All in Twp	Aid Classification				Lanes	Arterial Functional Class		
			Interstate	Trunk Hwy	CSAH	CR		Principal	A-Minor	B-Min/Col
I-35E	35E		X				4	X		
TH61	61			X			4		exp	
TH96	96			X					exp	
TH61 to East County Line										
Otter Lake Road	60						2			X
CR J to CR 96	148						2			X
CR 96 to Schuenaman Rd.										
Bald Eagle Ave										
Ninth St. to Bald Eagle Blvd.	67						2			X
Portland Ave.										
TH 96 to 117th St.		X					2			
117th to 120th	71	X					2		con	X
120th Street										
Bald Eagle Blvd to Portland	81						2		con	X
Centerville Rd										
Goose Lk Rd to CR J	59						2/4		exp	
H2/Bald Eagle Blvd/Buffalo/6th St.										
Centerville To Bald Eagle Blvd	5						2			X
H 2 to Bald Eagle	6						2			X
Bald Eagle to Buffalo	7						2			X
Bald Eagle to Portland	8						2			X
CR 96/Ramaley St										
McMeleny to TH 61							4			
Soo Line to Centerville									exp	
Otter Lake Rd. to Willow St									exp	
CR F										
Bellaire to East Co Line	12						2			X
Bellaire										
S Shore Blvd to Cedar	70						2			X
Bald Eagle Blvd										
Buffalo to Eagle Ave							X	2		
Eagle Ave to Taylor Ave	152						X	2		
Taylor Avenue										
Bald Eagle Blvd to Hugo Rd							X	2		
Long Ave/Eagle Ave										
8th Street to Park Ave							X	2		
Northwest Avenue										
Buffalo to TH 96	89						X	2		
Division Street										
Park to Stillwater	15						X	2		X
Hugo Road										
120th St to 8th St	154						X	2		X
S Shore Blvd										
Bellaire to E County Line	94						X	2		X
Bellaire										
S Shore Blvd to CR F	72						X	2		X
Sherwood Road										
	7						X	2		X
Ash Street/ CR J										
Turtle Lk Rd to Sherwood	4						X	2		exp

A-Minor: exp=expander; con=connector
 No county roads except Otter Lake in Birch Lake Neighborhood
 *No additional lanes are planned for the future road system

FIGURE 4.1 ROADWAY JURISDICTION

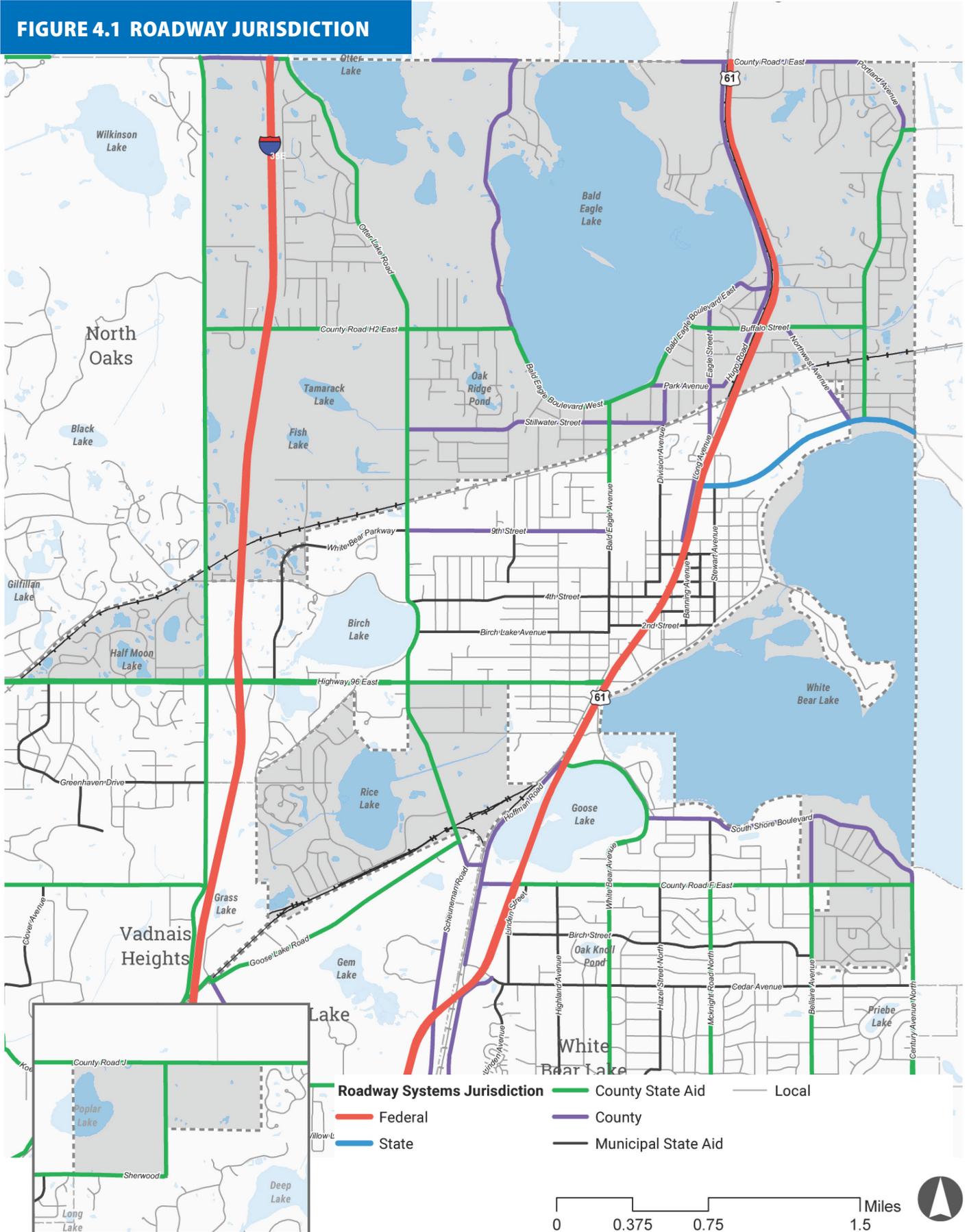
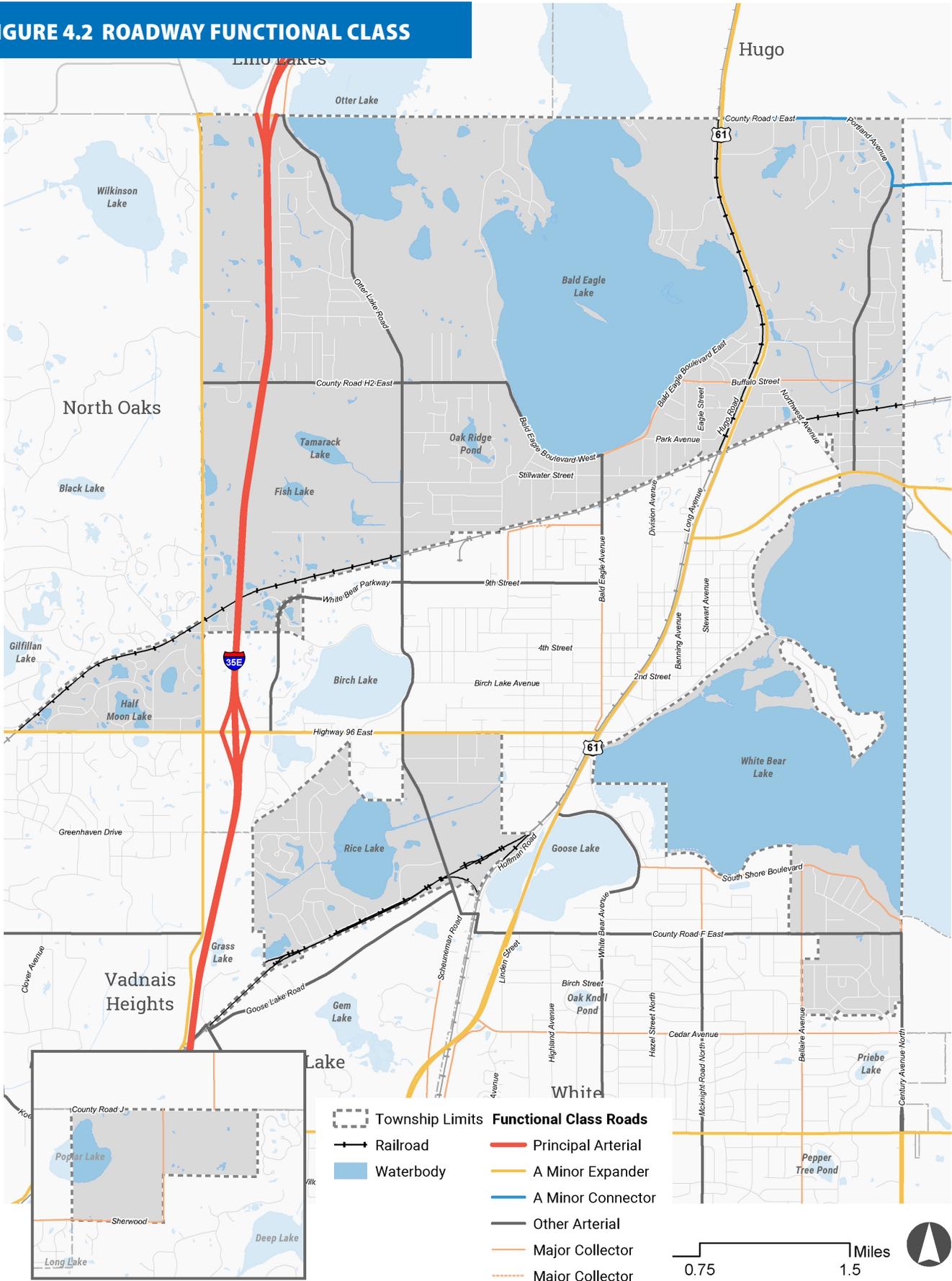


FIGURE 4.2 ROADWAY FUNCTIONAL CLASS



Existing and Forecasted Traffic

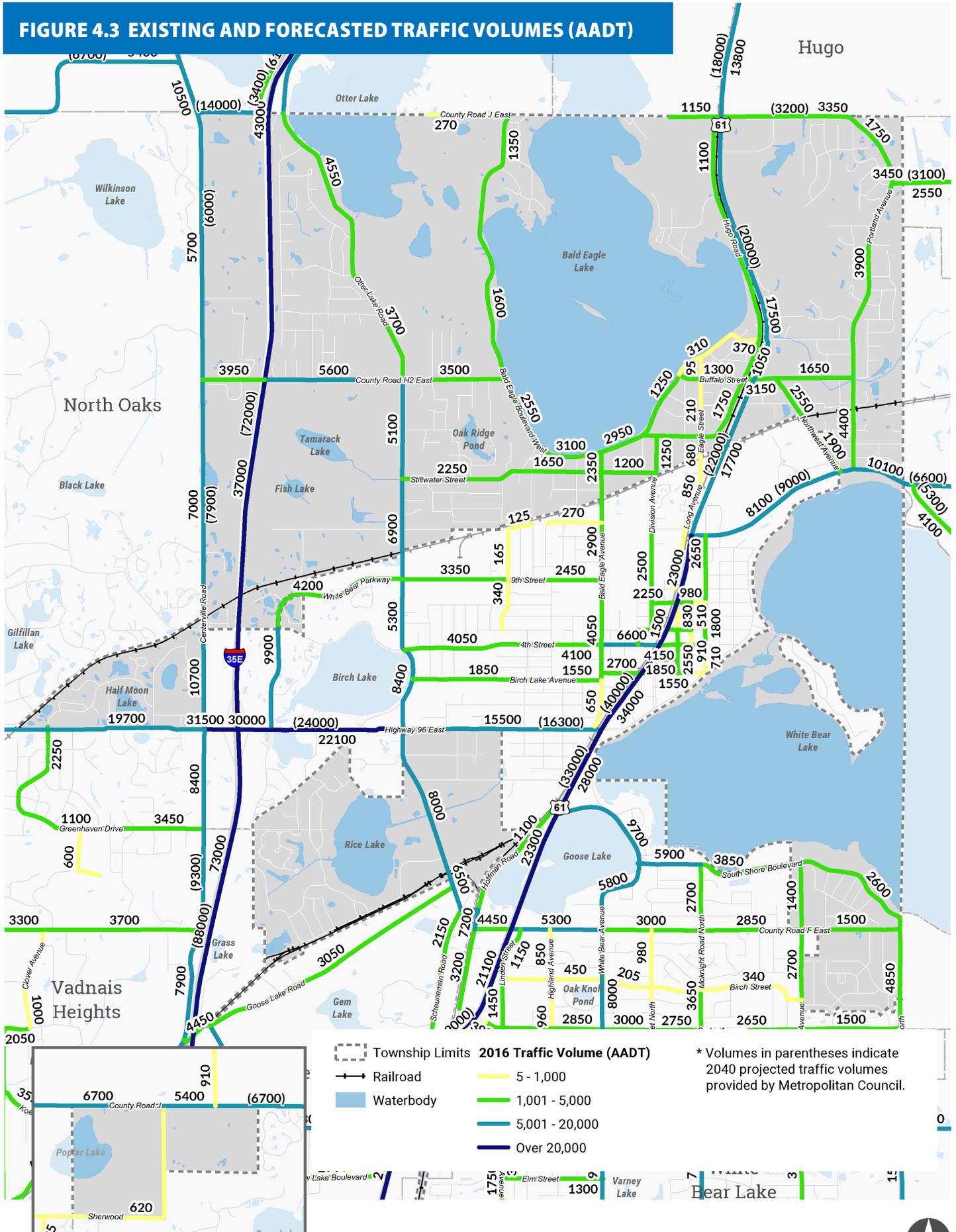
Traffic volume forecasts are required by the Metropolitan Council for Principal arterials and A-minor arterials. In White Bear Township, I-35E is a Principal arterial, and US 61 and CSAH 96 are A-minor arterials. White Bear Township participates in the I-35E Corridor Management Team, which considers Interstate 35 from Vadnais Heights at the south to Hinckley at the north. The I-35E Corridor Management Plan reports a 2040 traffic forecast for I-35E directly south of County Road 96 at 137,000. The 2016 Annual Average Daily Traffic (AADT) for this location was 73,000. An analysis from the Metropolitan Council was used to forecast 2040 traffic for the A-minor arterials and principle arterials. Forecasts for the southern portion of I-35 are predicted at 88,000 AADT.

Current AADT counts are reported by MnDOT; current AADT can be seen in Figure 4.3.

For the Metropolitan Council analysis, annual traffic growth rates are assumed based on traffic counts taken in 2016. Current AADT and forecast traffic volumes for 2040 are presented in Figure 4.3. The map depicts the locations where traffic counts and forecasts apply.

The great majority of White Bear Township is already developed in a manner consistent with the future land use plan. Undeveloped land is guided for light industrial, single family residential, and residential Planned Unit Development. There are approximately 102 acres of light industrial, 55 acres of single family residential (4 acres within the PUD), 2.5 acres of medium density, and 7 acres of high density residential. Trip generation and distribution estimates were made to account for changes in traffic if these areas were to develop between now and 2040 (Table 4.2). The majority of new traffic that would be generated by development in this area would be via I-35E and CSAH 96.

FIGURE 4.3 EXISTING AND FORECASTED TRAFFIC VOLUMES (AADT)



Population, Employment and Household TAZ Forecasts

The regional travel-forecasting model relies on geographic units that reflect travel districts. The units are labeled Transportation Analysis Zones (TAZ) and contain basic household and employment data upon which trip attractions and productions are based. In White Bear Township's case, these zones have little relationship to other data collection units. The White Bear Township population, household and employment forecasts are assigned to the TAZs that are fully or partially within the Township's boundary (Table 4.2). Assignments are made based on the Township's land use plan and Metropolitan Council data.

FIGURE 4.4 TAZ LOCATIONS

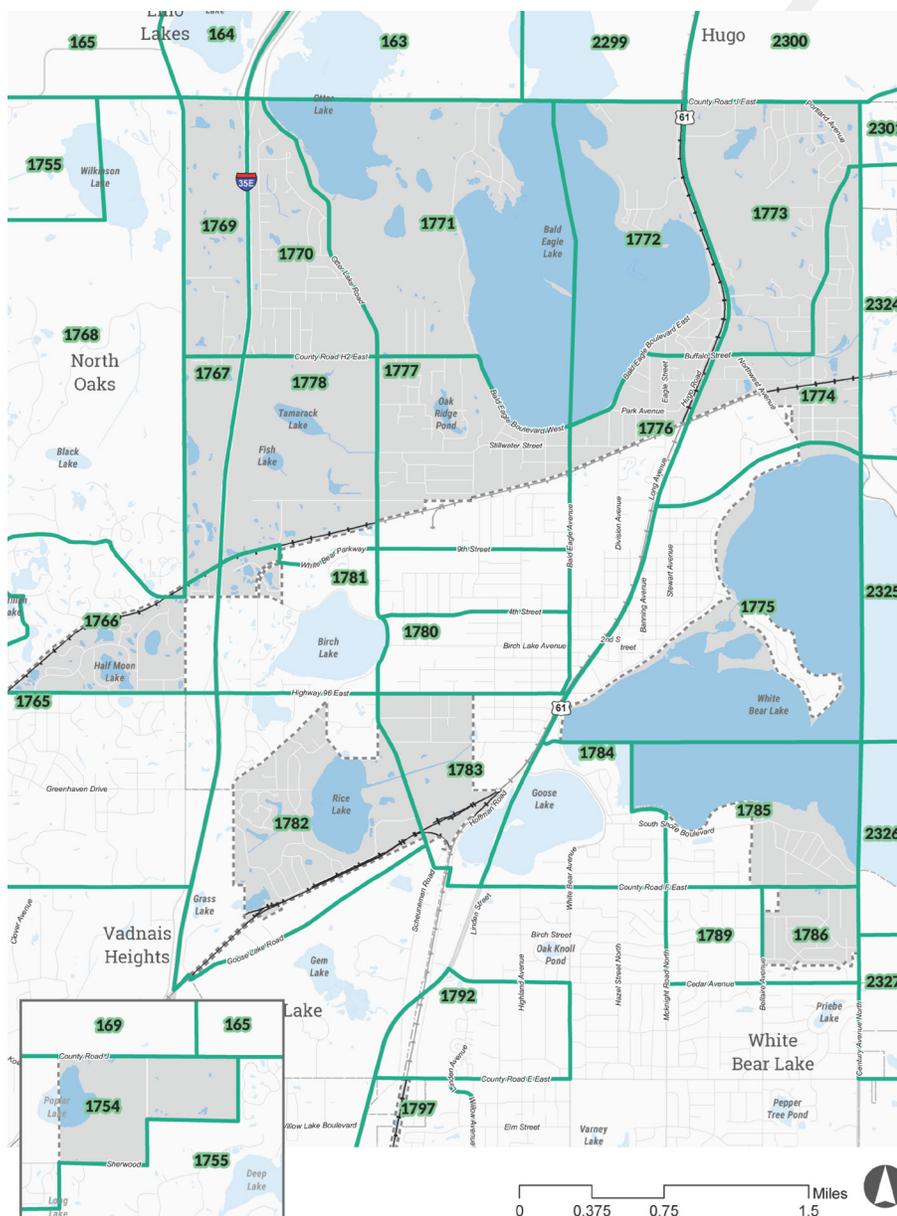


TABLE 4.2 GROWTH PROJECTIONS BY TAZ

TAZ*	Population			Households			Total Employment		
	2020	2030	2040	2020	2030	2040	2020	2030	2040
1766	4	12	19	3	16	19	4	24	28
1767	84	89	95	68	75	95	155	288	367
1769	21	74	113	17	96	113	299	611	796
1770	1	4	-7	1	5	5	0	0	0
1771	0	1	-10	0	1	1	0	0	0
1772	1	2	-9	0	3	3	0	0	0
1773	7	25	38	6	32	38	10	14	20
1774	1	3	-3	1	4	5	0	0	0
1776	1	2	-9	0	3	3	0	0	0
1777	3	9	14	2	12	14	0	0	0
1781	0	0	-5	0	0	0	17	24	30
1782	0	1	-5	0	1	1	30	55	75
1783	0	1	-2	0	1	1	0	0	0
1785	0	0	-8	0	0	0	0	0	0
2016 as Zero	122	222	222	98	248	298	516	1,016	1,316
Total	11,200	11,300	11,300	4,450	4,600	4,650	3,000	3,500	3,800

TAZ*	Retail Employment			Non-Retail Employment		
	2020	2030	2040	2020	2030	2040
1766	4	24	28	0	0	0
1767	0	0	0	155	288	367
1769	14	81	96	285	530	700
1770	0	0	0	0	0	0
1771	0	0	0	0	0	0
1772	0	0	0	0	0	0
1773	0	0	0	10	14	20
1774	0	0	0	0	0	0
1776	0	0	0	0	0	0
1777	0	0	0	0	0	0
1781	0	0	0	17	24	30
1782	0	0	0	30	55	75
1783	0	0	0	0	0	0
1785	0	0	0	0	0	0
2016 as Zero	19	105	124	497	911	1,192

*TAZ Projections show only what is projected within the borders of WBT

Travel Needs

The road network is clearly focused on the north south movements due in part to the freeway system and in part to the barriers offered by the lakes and parks. The existence of principal arterial I-35E and minor arterials Centerville Road and US 61 provide a significant capability to handle this increased travel demand.

Attention to intersections, exclusive bus shoulder use, HOV meter preferences, and travel demand management activities is needed. The three-mile spacing of access to White Bear Township from I-35E creates some increasing traffic on the principal arterial. It is compounded by the existence of only one east-west minor arterial at CR 96. East-west circulation remains a challenge due to the number of travel barriers and built up nature of the traversed neighborhoods.

The limited amount of additional development will not permit any significant realignment of land uses to support travel mode choices. Protection of access on the designated system, protection and improvement of intersections, attention to travel reduction measures and staged upgrading of existing roadways will be required.

Transportation System Plan and Improvements

The transportation system plan incorporates the examination of the commuter rail and exclusive guideway elements. The remainder focuses on the road network that provides for people and goods movement including bicycles, trucks, transit vehicles and individual automobiles. The plan retains the principal arterial and existing interchanges. Improvements will focus on intersection capacity and safety investments, beautification, bicycle and pedestrian improvements, and access management.

The challenge for White Bear Township is balancing its image as a small rural area at the outskirts of the metropolitan area with the reality that it is virtually entirely developed and needs to turn its attention to preserving and retrofitting the community. The spacing of the interchanges and the designation of the minor arterials as expanders are prime examples of the region's view of the area as developing fringe rather than established suburban.

Jurisdictional, Functional, Design and Financing Framework

The intention is to develop a system of roadways, which correspond directly with the jurisdiction responsible for its construction, upgrading and maintenance. Ramsey County made a significant effort to realign jurisdictional responsibilities and passed legislation to facilitate those changes. White Bear Township is particularly unique in this framework. As a township, its financing has generally been through the road and bridge fund financed by property tax levy and some limited state aid. Municipalities in Minnesota with populations in excess of 5,000 people are eligible for Municipal State Aid construction and maintenance financial assistance through the Highway Users Trust Distribution fund. That distribution is based on needs as determined by the mileage and condition of system roads.

At the same time, counties have more road responsibilities within townships. Consequently, the alignment of function and responsibility is skewed in White Bear Township. The result is that decision-making resides at the county board rather than the town board. Several attempts to characterize urban towns as municipalities eligible for highway user funds at the legislature have failed. Current efforts are to resurface, construct and transfer these low volume county roads to the Township in a planned and staged fashion.

White Bear Township participates in the I-35E Corridor Management Team, which brings together counties and communities along the I-35E corridor, as well as federal, state and regional agency representatives. The Team provides guidance and input to MnDOT on issues such as corridor investment priorities, implementation strategies, and potential funding options. The I-35E Corridor Management Plan identifies key issues related to the I-35 corridor stretching from Vadnais Heights at the south to Hinckley at the north. Issues within and near White Bear Township are the 35/96 interchange capacity, and bridge sight distance problems at CR J, and completion of full diamond interchange at I-35E and CR J. The Township will continue to participate on the I-35E Corridor Management Team to help address these and other issues affecting the corridor.

Access Management

The management of thoroughfare access along roadway systems, particularly arterial and collector roadways is a very important component of maximizing the capacity and decreasing the crash potential along those roadway facilities. Since arterial roadways have a function of accommodating larger volumes of traffic and often at higher speeds, access to such facilities must be limited in order to protect the integrity of the arterial function. Collector roadways provide a link from local streets to arterial roadways and are designed to provide more access to local land uses since the volumes and speeds are often lesser than arterial roadways.

MnDOT studies (including “Toward An Access Classification System and Spacing Guidelines”, Technical Study No. 4, MnDOT, February 1999) have shown that as the density of access increases, whether public or private, the traffic carrying capacity of the roadway decreases and the vehicular crash rate increases. Businesses suffer financially on roadways with poorly designed access, while well-designed access to commercial properties supports long-term economic vitality.

As with many transportation related decisions, land use activity and planning is an integral part of creation of a safe and efficient roadway system. Land use decisions have a major impact on the access conditions along the roadway system. Every land use plan amendment, subdivision, rezoning, conditional use permit, or site plan involves access and creates potential impact to the efficiency of the transportation system. Properties have access rights and good design will minimize the deleterious effect upon the roadway system. Access management is a combination of good land use planning and effective design of access to property.

The granting of access in White Bear Township is shared by the State, the County and the Town, with each having the permitting process responsibility over roadways under their control. The traveling public benefits from access spacing, whether using grade-separated crossings, frontage roads, right turn only entrances/exits, etc.

When reviewing access points there are several things that are important to consider including:

- » Adequate spacing of access points
- » Ensure adequate sight distances
- » Avoid offset or dogleg intersections and entrances
- » Encourage development of turn lanes
- » Consider consolidating access or relocating accesses
- » Encourage property driveway design including width, radii, and sight angles

MnDOT has developed guidelines for access management based upon its goals of safety, mobility, and statewide economic growth (Tables 5-0(A-D)). As part of its guidelines, new categories were developed as an addition to the functional classification system including: High Priority Interregional Corridors (IRC), Medium Priority IRC, and High Priority Regional Corridors. White Bear Township and Ramsey County follow the MnDOT guidelines for access management on State highways, County roads, and Township streets.

Transit

White Bear Township is served by the Metropolitan Council/Metro Transit, which designates Transit Market Areas and aligns types and levels of transit service to expected demand. The Township is within two Transit Market Areas, as seen in Figure 4.5.

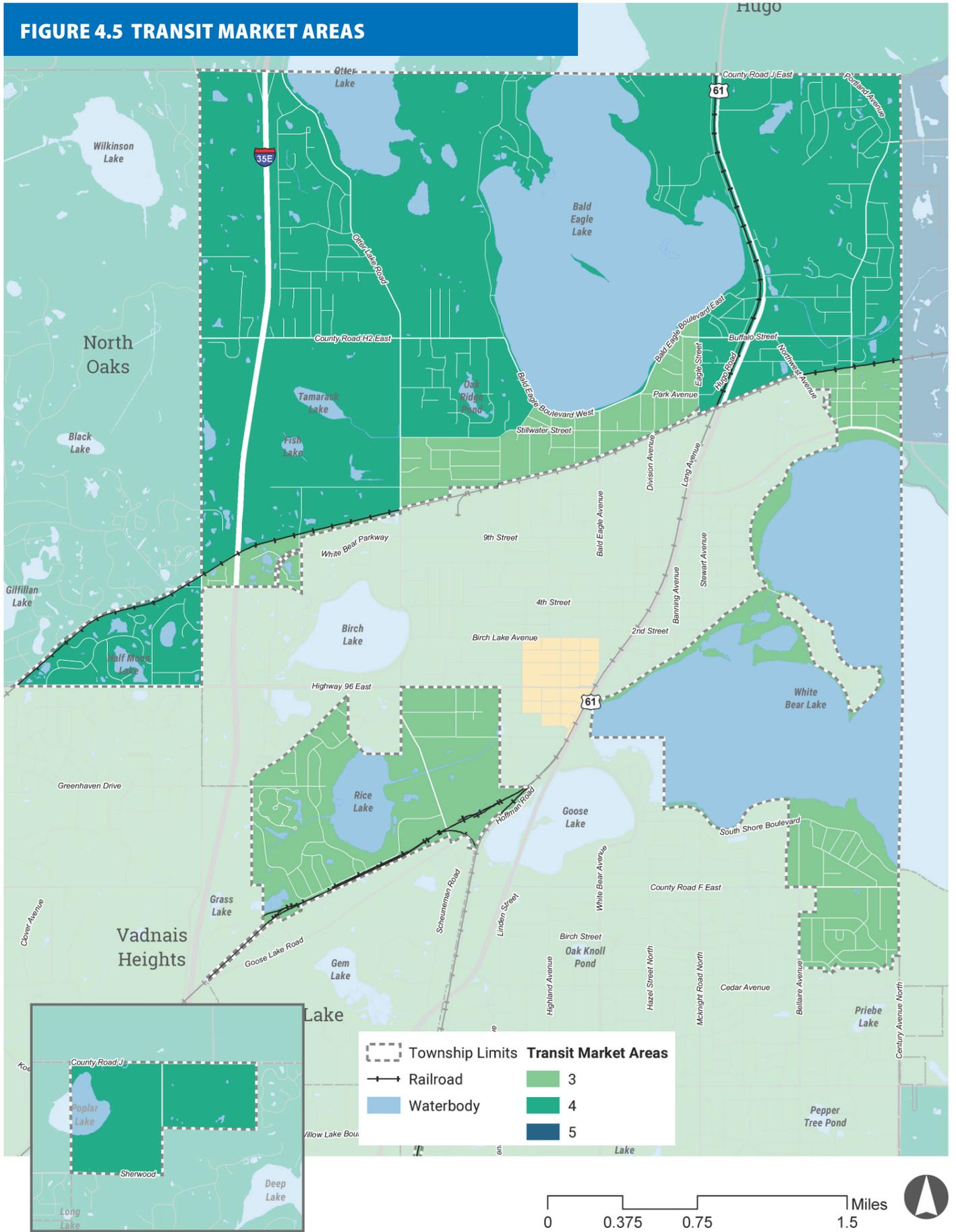
Transit Market Area III

- » Has moderate density but tends to have a less traditional street grid that can limit the effectiveness of transit
- » Typically in Suburban and Suburban Edge communities
- » Transit service is primarily commuter express bus service with some fixed-route local service providing basic coverage
- » General public dial-a-ride services are available where fixed-route service is not viable

Transit Market Area IV

- » Has lower concentrations of population and employment and a higher rate of auto ownership
- » Primarily Suburban Edge and Emerging Suburban Edge communities
- » This market can support peak-period express bus services if a sufficient concentration of commuters likely to use transit service is located along a corridor
- » The low-density development and suburban form of development presents challenges to fixed-route transit
- » General public dial-a-ride services are appropriate

FIGURE 4.5 TRANSIT MARKET AREAS



Current Transit Service

As seen in Figure 4.6, only one bus line currently has stops within the Township's borders. Metro Transit's Express Route #270 has a few stops in the Bellaire/Eastwood Manor area of the town. Other express routes (#265 and #275) currently have stops near major corridors around the town, but no stops within. In addition to having the express route #275, Interstate 35E also has transit advantage facilities, allowing buses to utilize HOV lanes.

The Township is also served by dial-a-ride transit services. Transit Link is available as general public dial-a-ride service, and Metro Mobility is available for those residents who meet the qualifications.

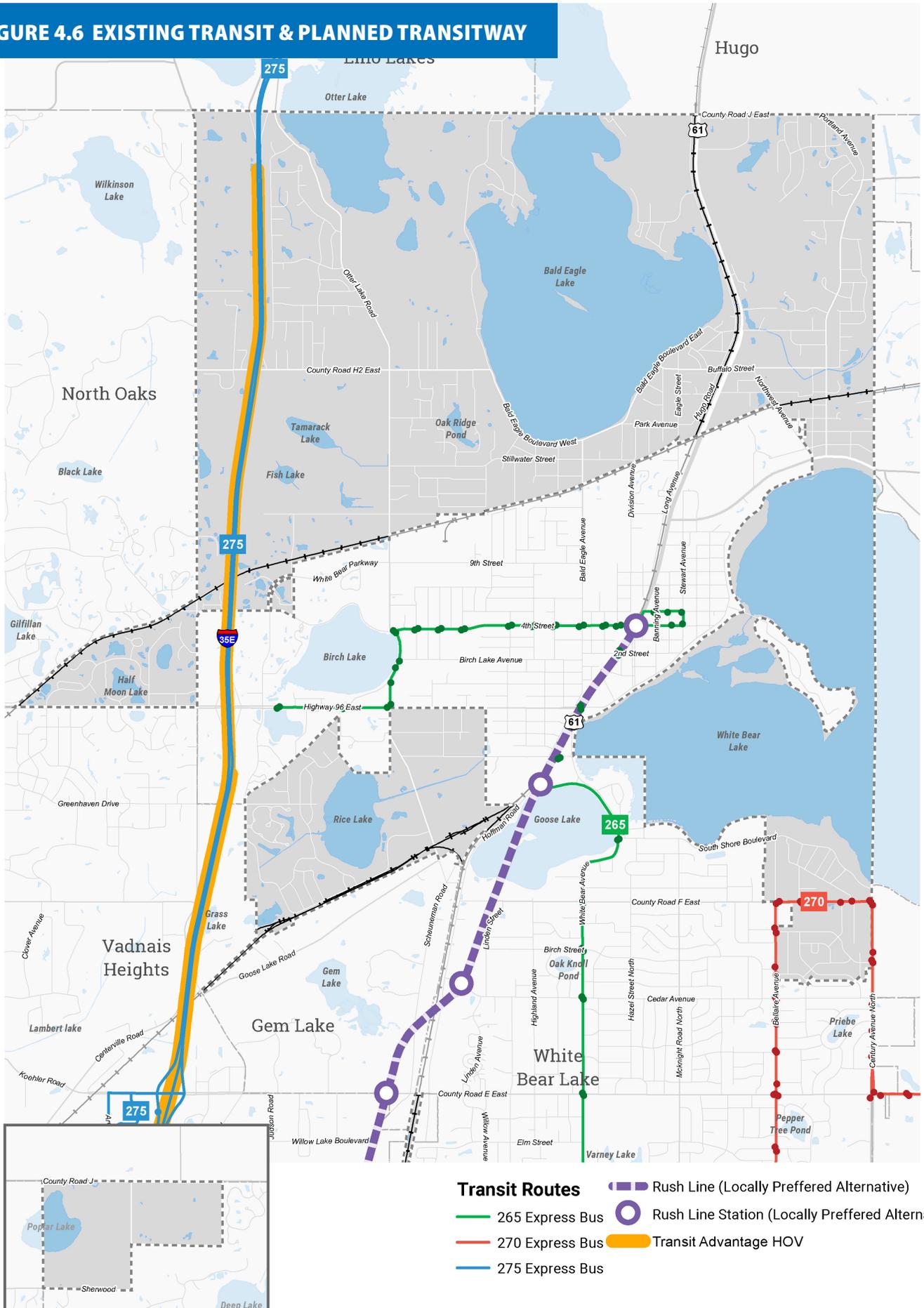
Rush Line

The Rush Line Corridor is an 80-mile travel corridor between St. Paul and Hinckley, consisting of 23 urban, suburban, and rural communities linked by a common need to be mobile and connected. In July 2017, a Pre-Project Development (PPD) Study was completed by the Rush Line Corridor Task Force and Ramsey County Regional Railroad Authority to designate a Locally Preferred Alternative (LPA) for the corridor; the LPA was identified to be dedicated guideway bus rapid transit (BRT) from Union Depot in St. Paul to White Bear Lake, providing high-frequency service.

This LPA has the Rush Line terminating in the city of White Bear Lake; future extensions of the line through the corridor onto Hinckley are beyond the 20-year planning horizon of this Comprehensive Plan. Future plans within the Township should keep track of the progression of the Rush Line, especially if it will extend along Highway 61.

As seen in Figure 4.6, the proposed alignment and stations of the Rush Line will not actually cross the Township's borders. However, it's eventual construction will increase opportunities for fixed-route connections and more thorough transit within the Township.

FIGURE 4.6 EXISTING TRANSIT & PLANNED TRANSITWAY



- Transit Routes**
- 265 Express Bus
 - 270 Express Bus
 - 275 Express Bus
 - - - Rush Line (Locally Preferred Alternative)
 - Rush Line Station (Locally Preferred Alternative)
 - Transit Advantage HOV

Freight Transportation

The movement of goods along efficient and reliable routes is essential to a thriving economy and establishing a livable community. White Bear Township has historically been served by rail and highways for freight transportation.

Three rail lines serve and define the boundaries of White Bear Township. The southern boundary of the Birch Lake central section of the Township is defined by the Burlington Northern/Sante Fe (BNSF) line that is leased to a short line rail operator. The line serves St. Croix Valley Hardwoods and Universal Forest Products. As the route approaches US 61 it connects to the former BNSF line from St. Paul and swings north and parallels US 61 again passing through the northeast portion of the township. A western portion of the corridor in Roseville connecting to Minneapolis has been acquired during the abandonment process for future public transportation and trail use.

The former Soo Line Railroad track serves as the border between the Township and North Oaks and then the northern border of the City of White Bear Lake. Continuation or preservation of that corridor is also contemplated.

Major freight roadways can be seen in Figure 4.7, which shows the Heavy Commercial Average Annual Daily Traffic (HCAADT) for 2016.

Air Transportation

The Township has three aviation facilities that are not part of the metropolitan system, but do have impact on land use and development. One is ground based, Benson Airport, and the other two are water based, Bald Eagle and White Bear Lakes.

Benson Airport and the adjacent Benson Farm Park are located immediately adjacent to US 61 and a unit of the Bald Eagle/Otter Lake Regional Park. The airport is the base for a flying club and limited flight instruction. In 1996, the Township and the estate of John Benson agreed to a 40-year continuation of use. Metro Mosquito Patrol, Life Link air medical transportation, and the State Patrol helicopters are allowed to use Benson airport.

Both White Bear Lake and Bald Eagle Lake are permitted float plane use areas under MnDOT rules.

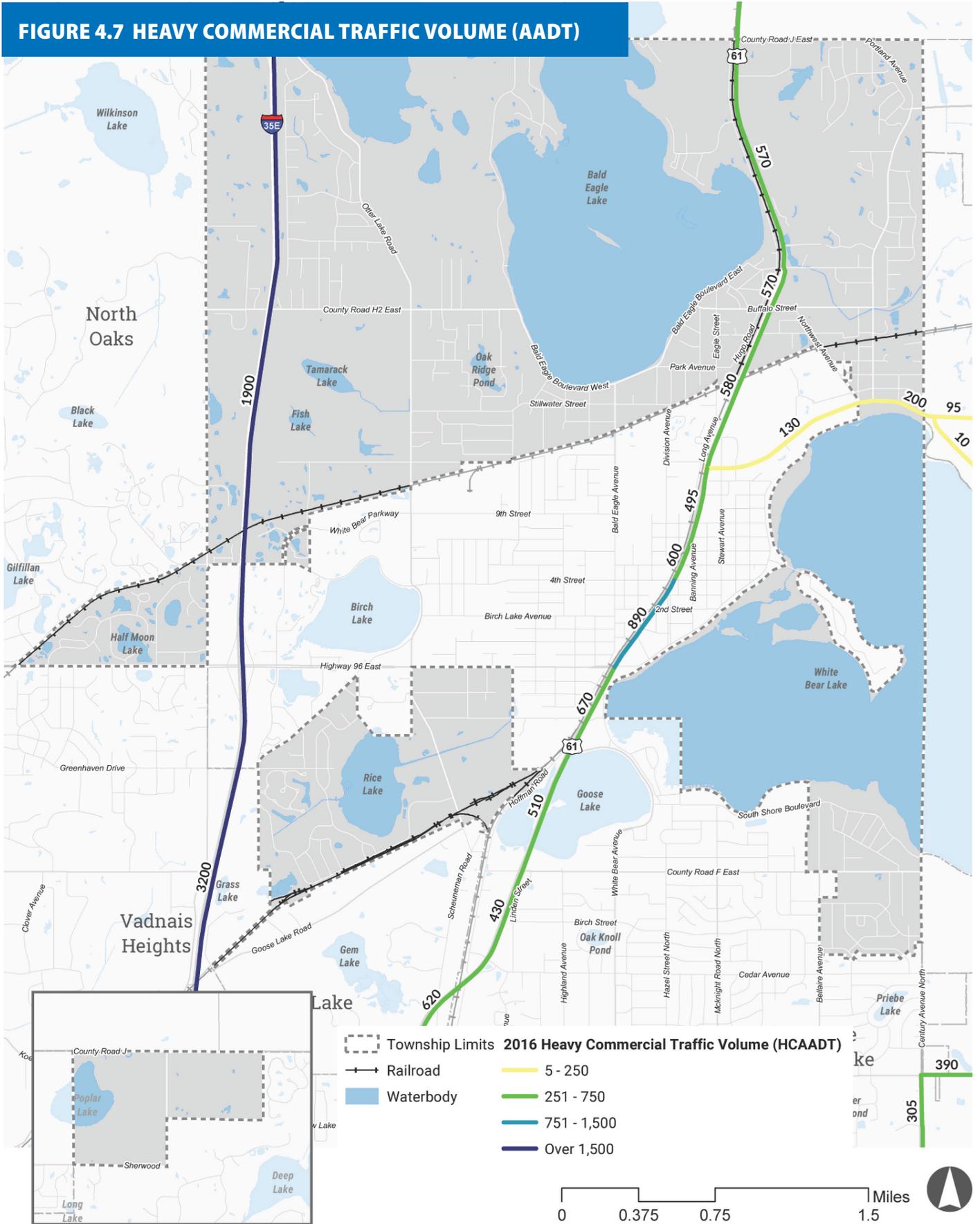
Adopted land use and height restrictions provide protection to the flight corridors serving these three flight operations areas. The Township will notify the Federal Aviation Agency using Form 7460 for proposed objects affecting navigable airspace. The Township zoning map identifies the required airport safety zones A, B and C, and the zoning ordinance provides airspace protection in the safety zones. The Airspace and Land Use and Safety Regulations Overlay define the airspace zones, height restrictions, boundary limitations, and use restrictions by safety zone.

The Township does not plan for any changes in land use for the Benson Airport through the 2040 planning period.



Benson Airport

FIGURE 4.7 HEAVY COMMERCIAL TRAFFIC VOLUME (AADT)



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05. WATER RESOURCES & COMMUNITY SERVICES PLAN

Purpose

The purpose of the Water Resources & Community Services Plan is to establish the framework of a comprehensive program that provides the infrastructure and services needed not only to make a community livable, but thriving. The Plan is broken down into various elements:

- » Water Supply System
- » Sanitary Sewer System
- » Surface Water Management
- » Other Utilities
- » Community Services & Facilities

This Plan also recognizes that development and redevelopment must and will continue well into the future, and will serve as a guide for Township staff to follow as they evaluate the potential impacts of a given project on these systems.

Goals & Policies

Goals

- WR/CS - G1. Preserve and enhance the natural, aesthetic, economic, recreational, cultural, and historical values of local surface water and protect environmentally sensitive areas
- WR/CS - G2. Maintain a healthy and efficient sanitary sewer system
- WR/CS - G3. Provide a safe, high-quality, affordable supply of water in sufficient quantity and pressure to meet present and future needs
- WR/CS - G4. Strategically invest in facilities and services to promote livability while balancing role as a Township government

ISSUES IDENTIFIED FOR WATER RESOURCES & COMMUNITY SERVICES

- » Need for more cooperation among agencies and communities to maintain or improve the quality of lakes and wetlands
- » Improved water quality through better stormwater management methods and new methods, such as subterranean treatment systems or rain gardens
- » Learn relationships between surface water and aquifers in which the Town currently gets its water
- » Determine the future of the groundwater resources and determine if changing to surface water is feasible and/or required by the state
- » The community's ability to generate tax revenue will influence the resources available to improve or expand facilities--may need more mixed uses to improve tax base
- » Need to maintain public safety

Policies

- WR/CS - P1. Maximize Township investment in existing improvements by staging the upgrade of infrastructure in the developed areas.
- WR/CS - P2. Examine approaches for collaborating with adjacent governments in the provision of services and community infrastructure.
- WR/CS - P3. Preserve natural watercourses and wetlands, and manage storm water runoff to protect these resources and create community amenities.
- WR/CS - P4. Undertake shoreland alteration, channeling, filling or dredging only in accordance with adopted policies and regulations and complete reviews and permitting as necessary with the Corps of Engineers, National Wildlife Service, and the Minnesota Department of Natural Resources.
- WR/CS - P5. Protect steep slopes and areas performing essential natural functions, as permanent open space.
- WR/CS - P6. The plan supports the preservation and interpretation of unique landscape areas, natural areas, and metropolitan open space.
- WR/CS - P7. Maintain public safety facilities and services.
- WR/CS - P8. Significant stands of trees and understory vegetation on erodible slopes shall be maintained in their natural state or replaced according to an approved planting plan.
- WR/CS - P9. New proposed stormwater infiltration should be directed away from areas of soil or groundwater contamination. This will reduce the likelihood of causing contaminant migration. New infiltration structures will be permitted after property owners/ developers document that soils are clean by producing a Phase I Environmental Site Assessment and/or a soil boring log supervised by an environmental professional using a photo-ionization detector (PID) or similar equipment.



Million Gallon Water Tower

Actions

- WR/CS - A1. Adopt the Township's updated Surface Water Management Plan and implement the plan to protect and improve the quality of lakes, wetlands and streams in cooperation with the local Watershed Districts, Minnesota DNR, and other natural resource agencies.
- WR/CS - A2. Display the White Bear Township Drinking Water Supply Management Areas (DWSMAs) on maps used by the Planning Department, in order to raise awareness of the critical link between land use and the vulnerable drinking water supply.
- WR/CS - A3. Develop tree replacement strategy or plan and include in future funding plans.
- WR/CS - A4. Develop materials to communicate permitting and purpose of directing stormwater infiltration, and providing soil documentation during the permitting process.

Wastewater System Management Plan

Over 99 percent of the households in the town have access to public sewer and water. The existing system is shown in the appendix of this document. White Bear Township can be divided into three sanitary sewer service areas serviced by three MCES interceptors, as shown on Figure 5.1.

The North service area is generally that part of the Town located north of CSAH 96 and serviced by the Forest Lake Interceptor (6901). Sanitary sewer is also extended to the eastern edge and the northeast corner of North Oaks and is part of the North service area.

The Southwest service area is generally that part of the Town located south of CSAH 96 and west of Highway 61. This area flows into the City of White Bear Lake system and the City's Whitaker Street Lift Station and on to the Beltline Interceptor (7122).

The Southeast service area is generally that part of the Town located east of Bellaire Avenue and north of Cedar Avenue. This area flows into the City of White Bear Lake system and then on to Interceptor 1-WL-416.

The Poplar Lake area is located about 1.4 miles west of Centerville Road and adjacent to the north line of Ramsey County. This area is mostly County Open Space and is not planned for sewer service.

The entire Town is within the Metropolitan Urban Service Area (MUSA) with the exception of the Poplar Lake area.

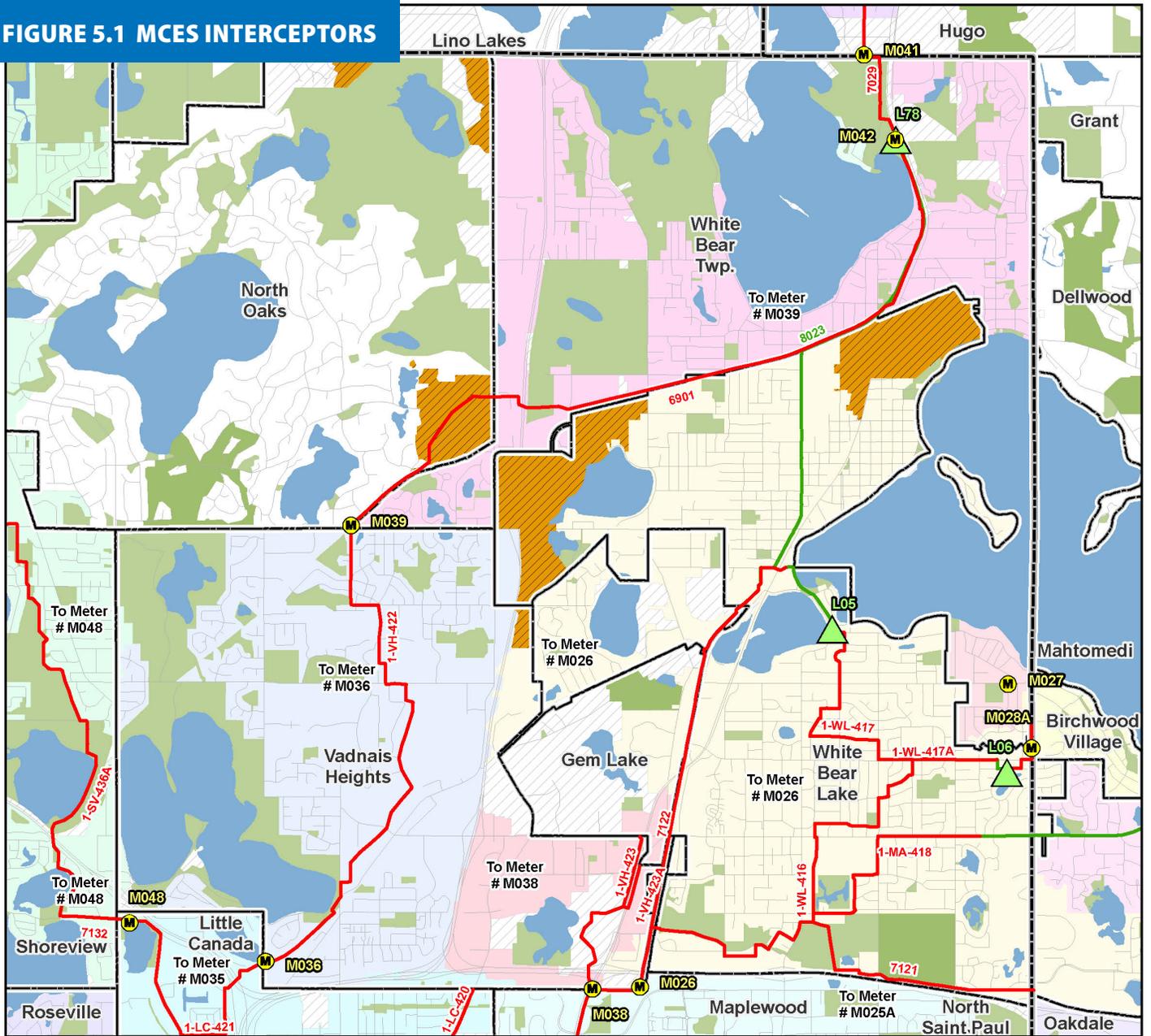
The future park and open space use and the limited number of residential units in that area will not require MUSA extension or provision of urban services. Service is provided to virtually the entire existing township area. All areas within the Town that are within the MUSA are planned to be served by sewer by 2040. Therefore, on-site septic systems are not found in the new developments.

There are no package treatment plants or group on-site systems in the Town. All existing on-site systems are individual systems. The locations of the existing sanitary sewer system can be seen in Figure 5.2; a full-sized version of the figure is in Appendix C. Capacities of the existing trunk sewers are listed in Table 5.1 and Lift Station capacities are shown in Table 5.2.



Well Pump House #2

FIGURE 5.1 MCES INTERCEPTORS



1/8/2015



Interceptors by Type

- Gravity
- Forcemain
- Siphon

- Outfall
- Low Head Crossing
- Bypass

- M Meters
- ▲ Lift Stations

WTP MCES Wastewater Treatment Plants

Interceptor Meter Service Areas

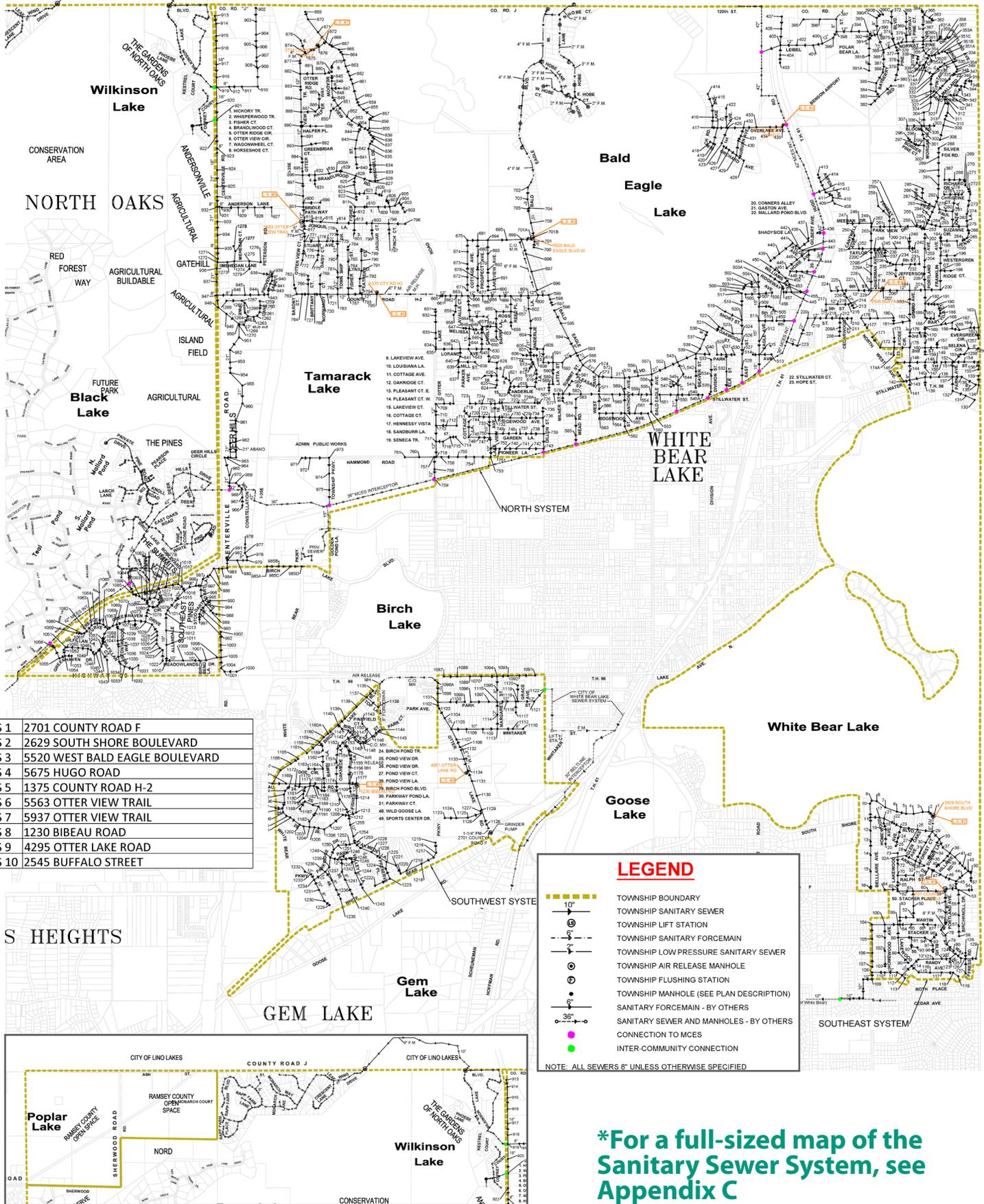
- To Meter # 100
- Areas Not Served

- Areas of Unmetered Flow into the Community
- Rural Center WWTP Service Areas
- 2040 MUSA

- County Boundaries
- City and Township Boundaries
- Lakes and Rivers
- NCompass Street Centerlines

- Park, Recreational or Preserve
- Golf Course

FIGURE 5.2 SANITARY SEWER SYSTEM



***For a full-sized map of the Sanitary Sewer System, see Appendix C**

TABLE 5.1 TRUNK SEWER CAPACITY

Downstream MH	Upstream MH	Pipe Size (in)	Pipe Type	Capacity (GPM)
108	109	10	VCP	1,250
LS #10	207	12	PVC	1,140
207	206	12	PVC	1,140
207	229	12	DIP	840
MCES	223	12	DIP	2,330
MCES	405	12	PVC	880
MCES	515	15	RCP	550
MCES	550	21	RCP	320
601	600	12	RCP	1,380
601	670	15	RCP	570
LS #3	701B	15	RCP	570
MCES	759	12	PVC	1,140
LS #5	795	12	DIP	1,260
LS #6	818	12	DIP	1,260
MCES	970	21	PVC	1,320
MCES	1086	12	PVC	1,140
1122	1121	12	PVC	1,140
LS #8	1214	12	PVC	1,140
1270	1269	15	PVC	1,130

Source: TKDA

TABLE 5.2 LIFT STATION CAPACITY

Lift Station #	Nominal Capacity (GPM)
1	350
2	75
3	600
4	550
5	600
6	340
7	220
8	350
9	225
10	605

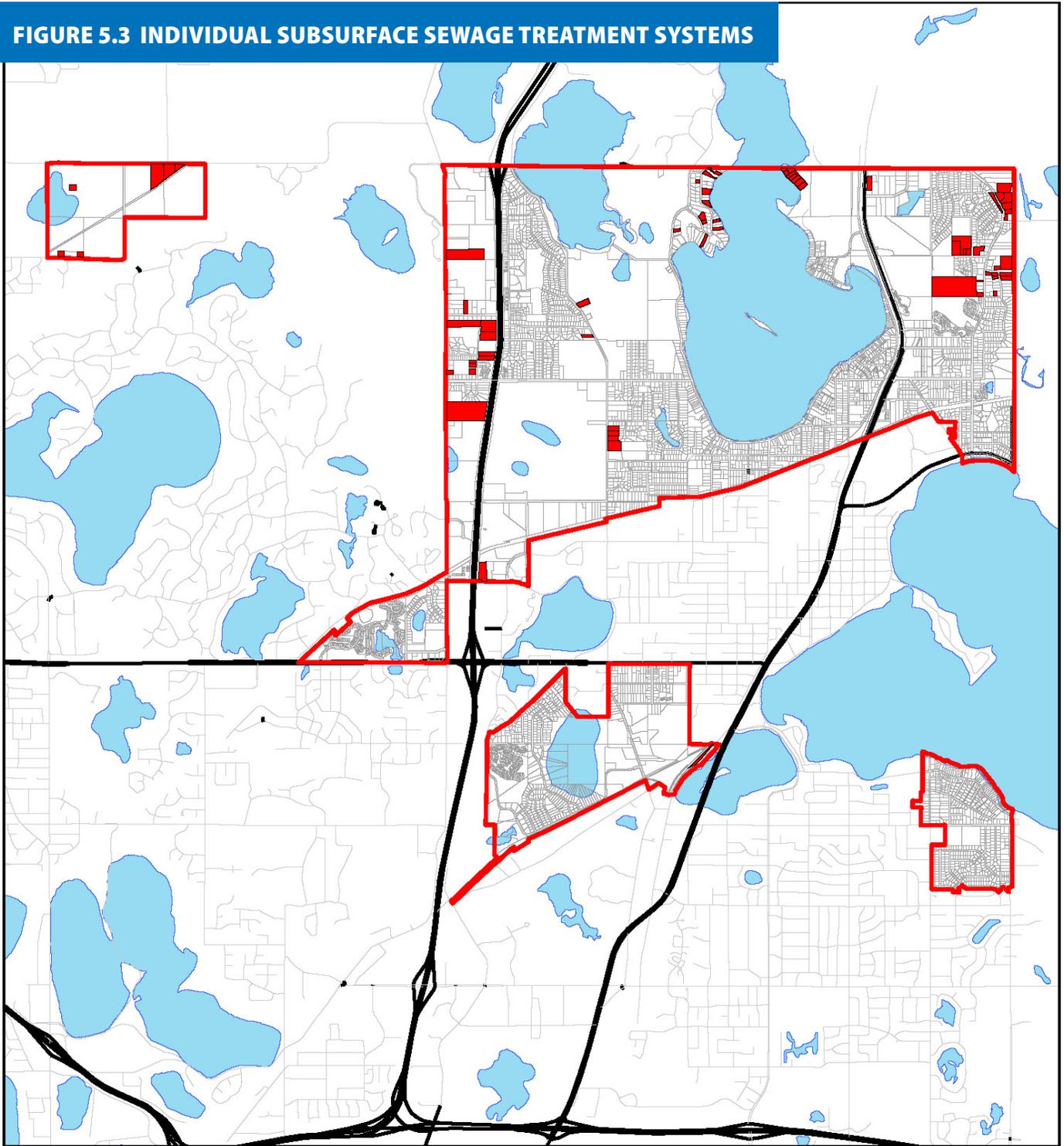
Source: TKDA

Individual Subsurface Sewage Treatment Systems

Sewer service has been extended to all portions of the community, except for the Poplar Lake area, as it will remain a County park. There are a few remaining areas of the Town with existing septic systems that will have to be maintained and repaired until sewer service is extended. Parcels serviced by individual subsurface sewage treatment systems (SSTS) are shown in Figure 5.3. Benson's Point is a cluster of eight (8) homes on the northeast shore of Bald Eagle Lake surrounded by County Open Space. The area between Portland Avenue and Goodview Avenue north of Short Street contains six (6) homes. Peterson Road north of county Road H-2 contains seven (7) homes and one small business. The Silver Fox Addition east of Portland Avenue has fourteen (14) homes. Poplar Lake, as noted earlier, is not expected to have urban services extended to the area.

The Township policy is to extend service when requested or when environmental conditions warrant. The small area and individual lots that do not have sewer are governed by a septic system ordinance that establishes drain field and treatment standards. Ordinance No. 70 of the Town Code regulates individual sewage treatment systems and incorporates the latest Minnesota Rules Chapter 7080. A copy of Ordinance No. 70, and the current list of individual sewage treatment systems are included in Appendix D.

FIGURE 5.3 INDIVIDUAL SUBSURFACE SEWAGE TREATMENT SYSTEMS



K:\n-z\WhiteBear\m\16627003\04_Production\08_GIS\Figure1-Township Septic Systems.mxd

Source: Ramsey County, White Bear Township



Miles

Limitation of Liability

This document is not a legally recorded map or survey and is not intended to be used as one. This map is a compilation of records and information from various state, county, and township offices, and other sources.



Engineering
Architecture
Planning
444 Cedar Street,
Suite 1500
Saint Paul, MN 55101
651.292.4400
tkda.com

Map date: February 2019

Legend

- SSTS Locations
- WBT Limits
- Township Parcels

Projected Sewage Flow and Service Plan

In order to forecast future sewer flows, it is important to understand how the current sewer flow is determined and review historical flows. Three regional interceptor sewers serve the Township. The flows into those interceptors are metered and non-metered. Those three sources of sewage flow are summarized as part of the assessment of wastewater service to the Township and surrounding areas.

Metered Flow

The Metropolitan Council operates three meters in and around White Bear Township. Meter M041 is on the north county line just west of Hugo Road. This meter measures all flow in the Forest Lake Interceptor that is generated upstream of the Town from such communities as Forest Lake and Hugo.

Meter M039 is located just north of CSAH 96 and west of the Soo Line Railroad. This meter is also on the Forest Lake Interceptor and measures all flow generated upstream of that location.

Meter M027 is located on County Road F at Town Lift Station No. 1. Thus, the metered flow from the Town can be expressed by the equation that adds the flows through the three meters:

Regional Waste Water Metered Flow = M027 + M039 - M041

Subtracted from the metered flow is any sewage originating from other communities but which flows into the Town's system. Examples are the North Oaks neighborhoods along Centerville Road, and the White Bear Parkway area of the City of White Bear Lake that connects to the Forest Lake Interceptor in Township Parkway just north of the Soo Line Railroad.

Unmetered Flow

There are several unmetered flows that flow into or out of the Town's boundaries. These flows are accounted for to get a complete picture of the overall service demand. Unmetered flows that must be added to the metered flow include approximately 82 homes in the Southeast area of the Township along Randy Avenue, Roth Place, and Lakewood Avenue. This area flows by gravity into the City of White Bear Lake system without going through Town Lift Station No. 1 and Meter M027.

The Southwestern area of the Town must also be added to the metered flow. This wastewater flows into the City of White Bear Lake system upstream of the City's Whitaker Street Lift Station. The Metropolitan Council Environmental Services inserts a portable meter into a Town manhole in Columbia Park a few times each year to measure and estimate the volume of these flows.

TABLE 5.3 HISTORICAL WASTEWATER FLOW (MG)

YEAR	METERED FLOW	ADJUSTED FLOW
2000	327.9	341.8
2001	341.6	356.3
2002	374.9	390.7
2003	370.8	392.3
2004	383.6	399.6
2005	322.0	343.2
2006	347.9	342.3
2007	335.4	329.8
2010	362.4	361.3
2011	395.9	394.8
2012	318.8	317.7
2013	348.1	347.0
2015	340.8	339.7
2016	367.2	366.1
2017	335.6	334.5

Source: Metropolitan Council - Environmental Services

Historical Flow Data

The Metropolitan Council provided the historical flow data, as seen in Table 5.3. The adjusted flow shown is the metered flow modified by the additions and subtractions of the unmetered flows discussed above. The volume units are in millions of gallons (MG).

Projected Sewage Flows

Since the Town is largely developed, the approach to forecasting future sewage flow is to adopt the 2017 flow data as the base flow and add flow from predicted developing areas as follows:

Southeast Area

There is no vacant land in this area that is currently planned for development. Therefore, the flow from this area is assumed to remain constant. The flow being predicted from this area is the sum of the 2017 metered flow for MCES meter M027 plus estimated flow from the unmetered 82 residential units.

Metered Flow (2017 M027) = 22.2 MG

Unmetered Flow Addition (82 REC's x 80,000 gpy per REC)= 8.2 MG

Southeast Area Annual Base Flow 30.4 MG

Southeast Area Daily Base Flow 0.08 MGD

Southwest Area

There is 0.5 acres of vacant land planned for residential development in this area of the Town. There are 21.5 acres of vacant land planned for industrial development. This residential and industrial land is expected to be developed by 2040. The base flow for this area is calculated based on the temporary metering by the MCES in 2017. The average measured flow for 2017 was 144,288 gallons per day.

Southwest Area Annual Base Flow (144,288 gpd x 365 days) = 52.6 MG

Southwest Area Annual Base Flow 52.6 MG

Southwest Area Daily Base Flow 0.144 MGD

North Area

This area of the Town has the greatest potential for future development because of its vacant and buildable property. There is 56.9 acres of vacant land planned for residential development in this area of the Town. There are 149.3 acres of vacant land planned for industrial and commercial development. The base flow for the North area is the total flow from the Town (metered plus unmetered in 2017) less the base flows previously allocated to the Southeast and Southwest areas above as well as less flows coming from North Oaks and White Bear Lake. This base flow includes flow from North Oaks via the Centerville Road trunk sewer.

North Area Annual Base Flow $334.5 - 30.4 - 52.6 = 251.5$ MG

North Area Daily Base Flow 0.689 MGD

Total Projected Flow

Table 5.5 summarizes estimated vacant land by land use category, as described in Chapter 03. This land resource will contribute additional sewage flow within the planning period. The table provides the acreage and platted lots that will be used to calculate new waste water demands.

The land use density assumptions are made based on the land use designation in the comprehensive plan and zoning framework. New residential units will be assumed to contribute 274 gallons per day (GPD) (100,000 gallons per year), commercial areas will be assumed to contribute 1,000 GPD/acre, and industrial areas will be assumed to contribute 1,000 GPD/acre. These result in the projected wastewater flows as shown in Table 5.6.

There are no trunk sewers (defined as greater than 12 inches in diameter) necessary to serve any of the remaining undeveloped areas of the Town. Only lateral sewers are necessary. There may be isolated areas of the Town that can only be developed with the use of a lift station.

TABLE 5.4 FORECASTS FOR SANITARY SEWER

	2016 est.		2020		2030		2040	
	MCES service	SSTS service						
Population	10,913	165	11,036	164	11,185	115	11,300	0
Households	4,287	65	4,385	65	4,553	47	4,650	0
Employment	2,390	94	2,906	94	3,467	33	3,800	0

TABLE 5.5 NEW WASTEWATER DEMANDS

LAND USE	SERVICE AREA	DENSITY	Planned Units or Area
Residential	North	1-10 units/ac	297 units
Residential	Southwest	1-3 units/ac	1 unit
Commercial	North		6.26 ac
Industrial	North		143.04 ac
Industrial	Southwest		21.49 ac

Source: White Bear Township

TABLE 5.6 PROJECTED WASTEWATER FLOWS (2040)

AREA	ANNUAL FLOWS (MG)	DAILY FLOWS (MGD)
Existing South East	30.4	0.083
Existing South West	52.6	0.144
Existing North ¹	251.5	0.689
New Southwest	7.9	0.022
New North	84.1	0.230

Source: White Bear Township

TABLE 5.7 PROJECTED WASTEWATER FLOWS BY INTERCEPTOR

Interceptor	Service Area	2017		2020		2030		2040	
		Annual	Daily	Annual	Daily	Annual	Daily	Annual	Daily
1-WL-416	Southeast	30.4	0.083	30.4	0.083	30.4	0.083	30.4	0.083
7122	Southwest	52.6	0.144	53.78	0.15	59.27	0.16	60.54	0.17
6901	North	251.5	0.689	272.27	0.75	324.38	0.89	335.69	0.92

ANNUAL FLOW IN MG; DAILY FLOW IN MGD

Source: White Bear Township, TKDA

Inflow / Infiltration

<Introductory text to I/I>

Goals, Policies, & Strategies for Preventing & Reducing I/I

<text reiterating goals, policies, & actions>

Requirements & Standards for Minimizing I/I

<local ordinance prohibiting discharge from sump pumps, foundation drains, and/or rain leaders to sanitary sewer system>

<local ordinance requiring disconnection of existing foundation drains, sump pumps, and roof leaders from sanitary sewer system>

Sources, Extent, & Significance of Existing I/I

Municipal Sanitary Sewer System

<insert text/tables>

Private Sanitary Sewer Systems

<insert text/tables>

Implementation Plan for Preventing & Eliminating Excessive I/I

<text to be added>

The current system has been inspected through financial assistance from Metropolitan Council Environmental Services. Those inspections have focused on identifying sources of infiltration. Those inspections have been completed. Downspout and sump pump regulations are in place resulting in their disconnection. The flow of clear water has been declining. Further monitoring and remedies are ongoing. There are no capacity or other deficiency issues that have been identified.

A copy of Section 13 of Ordinance No. 18 of the Town Code is included in the Appendix E. This section addresses illegal connections to the sanitary sewer system, including sump pumps and footing drains. This Ordinance took effect in 1993. Since 1993, the Town has been actively pursuing reduction of clear water entry into the sewer system. This work included nighttime inspection of key manholes to identify areas of probable I/I. These identified area sewers were televised and repairs made.

In 1996 a sump pump inspection and disconnect program was initiated. Since 1996, the Town has been the recipient of three loans and two grants from the Metropolitan Council to aid the Town in its I/I reduction efforts. To date, 3,380 homes have been inspected for illegal connections to the sewer system or non-complying sump pumps. The remaining houses consist of townhomes without basements and newer houses built to 3 feet above water table.

On August 22, 2014, White Bear Township received official notice from MCES that an excessive I/I event occurred on April 27, 2014. The township was assessed a four year I/I Work Plan Amount of \$279,461.00 (\$69,865.25 per year). The township was allowed to either pay the Work Plan Amount to MCES over the next four years or to spend the Work Plan Amount on I/I mitigation efforts. White Bear Township opted to pursue mitigation in lieu of paying the surcharge fees. The Town has completed I/I mitigation efforts in year 2015, 2016, 2017, and 2018. Mitigation efforts completed to date include:

- » I/I Engineering Study
- » Field investigation
- » Temporary flow monitoring
- » Manhole repairs and reconstruction
- » Sewer lining

All new sewers are constructed in accordance with the City Engineers' Association of Minnesota's "Standard Specifications for Sanitary Sewer and Storm Sewer Installation". These sewers are pressure tested for leak tightness before being placed in service.

The Town's Building Code requires the lowest floor of any new building to be at least three (3) feet above the calculated high water level of any adjacent wetland, pond, lake, or groundwater table.

Public Works maintenance workers continually look for signs of inflow and infiltration during routine sewer maintenance. Items such as mis-aligned castings, open pick holes, and leaking rings are repaired as they are encountered.

* Section 13 of Ordinance No. 18 of the Town Code addresses illegal connections to the sanitary sewer system, including sump pumps and footing drains. This Ordinance took effect in 1993. Since 1993, the Town has been actively pursuing reduction of clear water entry into the sewer system. This work included nighttime inspection of key manholes to identify areas of probable I/I. These identified area sewers were televised and repairs made.

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Interlocal Agreements

The trunk system is sized to accommodate growth in the identified undeveloped areas. The Township provides limited sanitary service to North Oaks and bills for the service. Additional capacity was developed in the Centerville Road trunk to serve Schwing Industries, North Oaks, and potentially Lino Lakes. That capacity will permit serving additional residential development and commercial development proposed in North Oaks. The trunk also has capacity to serve some areas of Lino Lakes. When this happens, it will qualify as a regional facility by virtue of serving three different municipalities. There are interlocal agreements in place for the service to North Oaks, but one does not yet exist with Lino Lakes. The Township bills for the service.

The following summarizes the interlocal agreements or lack thereof affecting current service. A full list of joint power agreements may be found in Appendix F.

SOUTHEAST AREA

This area discharges into the City of White Bear Lake system prior to ultimate discharge into the Beltline Interceptor. There is no known agreement addressing this intercommunity discharge.

SOUTHWEST AREA

There are two agreements governing discharges in this area:

City of Vadnais Heights and Town of White Bear - 1979, amended 1984

Approximately 12.3 acres located east of I-35E, south of Bibeau Road extended, and west of White Bear Parkway lies within the City of Vadnais Heights but flows into the Town's sewer system. This flow is added to the Town's flow that discharges into the City of White Bear Lake system and the Whitaker Lift Station. The Town bills the Vadnais Heights properties directly for this service.

City of White Bear Lake and Town of White Bear - 1979

The entire Southwest area of the Town discharges into the City of White Bear Lake system just upstream of the City's Whitaker Lift Station. MCES personnel measure the flow leaving the Town approximately quarterly and adjust each community's flow into Beltline Interceptor accordingly.

NORTH AREA

There are four intercommunity agreements governing discharges in this area:

City of White Bear Lake and Town of White Bear - 1985

This agreement provides for the joint construction of sanitary sewer in White Bear Parkway and the connection to the Forest Lake Interceptor on the north side of the Soo Line Railroad in what is now Township Parkway. The City sewage entering at this location is one of the "subtractions" made by the MCES when calculating flow attributable to the Town.

North Oaks Company and Town of White Bear - 1990, amended 2002

This agreement allows the North Oaks Company and property they own in the City of North Oaks to discharge up to 175,406 gpd average daily flow into the Town's Centerville Road trunk sewer.

Although the Lino Lakes Comprehensive Plan describes the servicing of their Sewer District 5 through the Town's Centerville Road trunk sewer, there is no agreement with Lino Lakes nor has there been any discussion between the two communities.

City of White Bear Lake and Town of White Bear - 1991

This agreement provides for serving three properties in the City with Town sewer. The property location is the westerly extension of Stillwater Street west of Northwest Avenue just north of CSAH 96. The Town bills these property owners directly.

City of North Oaks and Town of White Bear - 1995

This agreement allows a 40-unit townhome development called the Summits of North Oaks to be connected to a Town manhole prior to discharge into the Forest Lake Interceptor. This development is located south of North Birch Lake Boulevard and northwest of the Soo Line Railroad. The Town bills these property owners directly.

City of North Oaks and Town of White Bear, 1999, amended 2015

This agreement allows for multiple developments to connect and discharge to the Town sanitary sewer. The Town bills these property owners directly.

City of North Oaks, City of Lino Lakes, and Town of White Bear – 2004, amended 2013

This agreement allows a development called Rapp Farm to be connected to a Town sanitary sewer manhole prior to discharge into the Forest Lake Interceptor. The Town bills these property owners directly. The total allowed single family homes is 95 units.

Water Supply System Plan

The Township will adopt a Water Supply Plan that is part of the comprehensive plan by reference. The Township has recently received comments from the MNDNR on its Water System Plan and will be finalizing the plan in the coming months. The Town utilizes six (6) wells and three water towers for its distribution system. The town provides water service on an increasing block rate schedule (increasing block rates. The water meter installation was completed in 2009 and are currently being upgraded as needed.

Water provided to adjacent jurisdictions is metered and billed. Water service was extended to North Oaks as part of the solution to the landfill contamination. Also, new development along Centerville Road receives water service from the Town. The Town bills these properties directly.

The Plan projects an additional well to meet future service needs. The draft copy of the Water Supply Plan submitted to DNR is found in Appendix G of this document. It is also noted that future updates to the Water Supply Plan may be required as a part of the ongoing litigation around White Bear Lake.

Surface Water Management Plan

The Township's Local Surface Water Management Plan will help to guide the protection and management of surface waters, ground water, and related natural resources in White Bear Township. The Plan was developed to meet the requirements of the State Statutes, the Metropolitan Council, and local watershed organizations. The Plan combines the Town's previous Surface Water Management Plan (2013) with more recent policy documents, plans and permits from various levels of government. The Plan incorporates the requirements of the Town's MS4 permit and Storm Water Pollution Prevention Plan, which have been approved by the Minnesota Pollution Control Agency (MPCA).

White Bear Township is in the watersheds of the Rice Creek Watershed District (RCWD) and the Vadnais Lake Area Water Management Organization (VLAWMO).

VLAWMO adopted its updated Watershed Management Plan in October 2017 and RCWD updated its plan in November 2016.

The Plan describes key land and water resources. Lakes, shoreland, and wetlands are significant features in the landscape. High quality natural areas are especially present in the many park and public lands within White Bear Township.

Because the Township is almost completely developed, much of the emphasis in the Local Surface Water Management Plan is on identification of existing issues and planning for redevelopment and retrofitting. The plan includes an inventory of surface waters and natural resources within the Township. Goals and policies provide guidance for decision-making by the Township. Water resource issues were identified in cooperation with the watershed organizations. The Plan concludes with implementation measures.

A draft copy of the Town's Local Surface Water Management Plan is included in Appendix H. The draft plan has been reviewed by RCWD and VLAWMO, and is expected to be finalized and approved in the coming months.

Other Utilities

Gas Distribution Plan

Gas is provided privately to the community. The gas distribution system plan will be included in future plan updates.

Electric Generation / Transmission/Distribution System Plan

Electricity is a strategic resource and key component of an economic development strategy. As deregulation faces this industry, numerous changes will occur as well. Key future policies relate to the extent of undergrounding requirements for the distribution lines and the siting of distribution facilities. However, consideration may be given to conservation and cogeneration strategies. Particularly important will be the provision for cogeneration facilities that are compatible with adjoining land use. Current transmission and distribution facilities are all above ground.

Telecommunications

Accessibility to high-speed internet has become essential to everyday modern living. From telecommuting, to online retail, to social media, access to the internet has dramatically shaped the way we live, work, and interact on an everyday basis.

Cable/Telephone Systems

This plan element is related to franchise and state and federal law requirements that are being reviewed. A multi-community joint powers commission that has awarded a non-exclusive franchise to AT&T Broadband governs the current cable system.

Wireless Communications Towers

At one end of the spectrum is how to protect public rights of way while at the other end of the spectrum is the objective to assure an adequate telecommunications system to all properties within the township. Are telecommunications towers assets or blight? Given the fact that most of the telecommunications infrastructure cannot be prohibited only managed, expansion of public policies in this arena is important. Line of sight telecommunications towers require high point locations on a geographic pattern that focuses initially along high travel and hence high call corridors. This would suggest an initial strategy of prohibiting communications towers in all residential zones except as permitted by special use on publicly owned sites, most specifically water towers. The policy should provide for non-exclusive use, an appropriate rental fee, the requirements for removal, and the responsibility for management of interference. The type of tower should also be specified to correlate with the design objectives of the community or of specific sites.

Each of the service providers should be required to provide digitized base mapping of their facilities and planned facilities. Permitting should always be required, although blanket permits can be issued based on the provision of overall system plans. Again, the objective is to protect the public rights of way and to move to assuring access to all of the community.

Community Facilities & Schools

Township Community Facilities

The Town has two community facility areas. The historic Town Hall, designed by famed architect Cass Gilbert and constructed in the late 1800's, is located in Polar Lakes Park. The Town center is located on the north side of Hammond Road just east of I-35E. The site also provides space for the public works and maintenance garage. Adjacent is a major outdoor recreation area developed for athletic events and complementing the adjacent Tamarack Nature Center area. In 2008, the Town joined with the City of Gem Lake to construct a Gem Lake City Hall. The building, which is located in White Bear Township, will be jointly used by both the City and White Bear Township. No additional community facilities sites are anticipated to be provided by the Township. Parks and open space plans are discussed in Chapter 6.

Other Community Facilities

The local branch of the Ramsey County Library System, located in downtown White Bear Lake, provides library facilities. White Bear Lake also provides fire protection services for the Township under a contractual agreement. Postal facilities are located in the White Bear Lake downtown area and in Vadnais Heights on Centerville Road near CR 96.

Private and public indoor recreation facilities are located immediately adjacent to the Township. Lifetime Fitness is located on White Bear Parkway in the City of White Bear Lake. A major indoor ice arena is also nearby. On the northern edge of the Township is a multiplex theater complex. When it opened, it was second in size only to the theater facilities at the Mall of America.

Public schools are the jurisdiction of the White Bear School District. The schools and enrollments are described in the next section. The enrollment projections do not anticipate additional school site locations. Recreation is provided in conjunction with the schools with the district programming all recreation for the Township. These sites and their role in the community are described in the parks and open space chapter.

Schools

Nearly all of White Bear Township is included in public Independent School District 624. The few homes in the Poplar Lake area are located in Independent School District 621. The schools provide fourteen properties that serve the Township. The Township works with the school districts in providing recreational programming at school and park sites. Table 5.8 lists the schools and enrollment changes between 1998, 2008, and 2018 for the public schools in District 624.

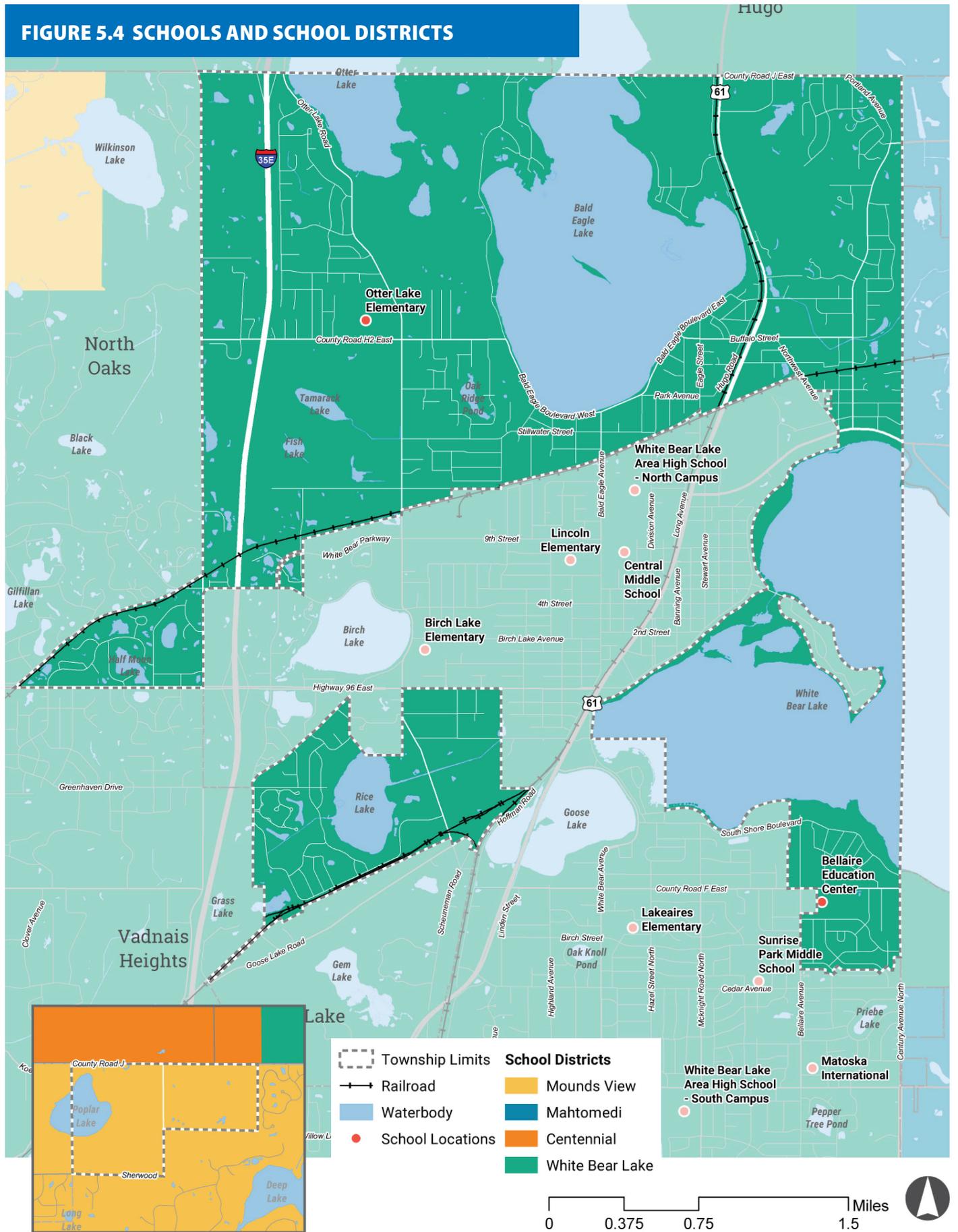
The Town is also served by two parochial schools, Frassit Academy and Liberty Classical Academy

TABLE 5.8 SCHOOLS AND ENROLLMENTS 1998, 2008, & 2018

SCHOOL	GRADES TAUGHT	ENROLLMENT		
		1998	2008	2018
Bellaire 2540 County Road F	K - 5	395	Closed	-
Birch Lake 2260 Lake Avenue	K - 5	425	268	284
Lincoln 1413 - 6th Street	K - 5	512	411	416
Willow Lane 3375 Willow Lane	K - 5	365	350	400
Golfview Alternate Learning Center 2449 Orchard Lane	10 - 12	232	Closed	121
Hugo Elementary (now Oneka Elementary)	K - 5	327	-	333
Oneka Elementary	-	-	685	667
Lakeaires 3963 Van Dyke Ave.	K - 5	396	376	391
Vadnais Heights Elementary 3645 Centerville Road	K - 5	536	430	398
Otter Lake Elementary 1401 CR H2	K - 5	689	548	590
Matoska (Parkview) Elementary Centerpoint 2530 Spruce Place	K - 5	491	524	590
Sunrise Park Middle School 2399 Cedar Avenue	6 - 8	1,092	842	831
Central Middle School 709 Bloom Avenue	6 - 8	1,175	1,027	1146
North Campus 504 Bald Eagle Avenue	9 - 10	1,512	1,302	1250
South Campus 3551 McKnight Road	11 - 12	1,376	1,339	1134
Transition Education 13497 Fenway Boulevard Circle N	-	-	-	40

Source: IDS 624 (White Bear Lake Area Schools)

FIGURE 5.4 SCHOOLS AND SCHOOL DISTRICTS



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06 • PARKS & OPEN SPACE PLAN

Purpose

Parks are a source of civic identity and pride, and are also essential to the physical, economic, environmental, and social health of the White Bear Township and its residents. For a township, White Bear provides a variety of park and open space facilities to meet the needs of the community. 25 parks and preserves serve as neighborhood anchors and provide places for community gathering, athletics, and respite, while the Tamarack Nature Center is a hub for programming. The purpose of the Parks and Open Space Plan is to guide reinvestment in and reinvigoration of the parks and recreation system for the next generation of residents.

Goals & Policies

Goals

The Park and Recreation Board established some park and recreation system goals for the Township after a series of community discussions and neighborhood park plan reviews. These goals provide a direction for plan element selection and implementation.

- P&OS - G1. Establish a park and open space system that reflects the resources and needs of the community and recognizes the contributions of other agencies, organizations and businesses in serving the Township.
- P&OS - G2. Increase communication with the public relative to park acquisition and development.
- P&OS - G3. Acquire and develop community playfields through development of public land.
- P&OS - G4. Develop trail connections between parks, neighborhoods, and regional and local trails.
- P&OS - G5. Determine the need for additional motorized and non-motorized trails.

ISSUES IDENTIFIED FOR PARKS & OPEN SPACE

- » Maintenance of existing parks and open space
- » Services aimed at all age groups and all abilities
- » Continue to provide handicapped accessibility to all Town parks
- » Expanded Tamarack Nature Center with more education programming
- » Continue partnerships with Ramsey County that recently successfully resulting in a dog park and boat launch in the Township

P&OS - G6. Maintain the community's existing parks and open spaces, and enhance them as needed to serve all age groups in the community

Policies

Parks and Open Space System Policies

P&OS - P1. A system of Parks and Open Space should offer opportunities to all residents.

P&OS - P2. There should be a hierarchy of public spaces that relate function and purpose to community and neighborhood needs.

P&OS - P3. The park and open space system should take into account the overall community development strategy and relate to the leisure facilities and programs of other providers, public, commercial and non-profit.

P&OS - P4. The park and open space system should reflect the values of the community and represent a quality experience.

P&OS - P5. Natural resource and environmental protection should be a major implementing element for the system plan.

P&OS - P6. Capital investments should be undertaken with the awareness of ongoing operating, refurbishing, and replacement costs.

P&OS - G7. Replace outdated equipment in a timely manner.

Public Park Land Acquisition Dedication Policies

P&OS - P7. All land acquired for park use shall have a specific purpose, such as athletics, trails, or picnics, etc. and must be usable (normally dry suitable topography), and sized to allow the intended use to meet Township needs.

P&OS - P8. Land accepted in a dedication shall be accepted only after size, access, buffering and facilities layout can be demonstrated as suitable for development and minimizing concerns with the surrounding area.

P&OS - P9. Where two subdivisions are platted adjacent to each other the Town will evaluate and encourage the acquisition of adjacent sites for parks in the interest of creating a larger park.

Financial Policies

P&OS - P10. Private citizen participation in Park Board programs is encouraged at all levels (Board membership, subcommittees, and coaching special projects) in the interest of public relations as well as economy.

P&OS - P11. Staff talents and skills are to be utilized to the fullest extent.

P&OS - P12. Outside help in the form of new hiring, contractors, advisors, and planners is to be utilized when those services are clearly needed and not realistically provided by volunteers or staff.

P&OS - P13. Joint use agreements between the Township, the school district, adjacent municipalities and Ramsey County is to be pursued when there are probable financial and service advantages.

P&OS - P14. Cash-in-lieu of land dedication for parks as required by the subdivision ordinance is to be used only for park acquisition or development purposes.

Park Development Policies

- P&OS - G1. Consider environmental issues and preservation of sensitive areas as important elements of parkland usage and development.
- P&OS - P15. Park development planning shall be conducted in a fashion that encourages public participation.
- P&OS - P16. An approved Park Master Plan for each park conforming to the parks chapter of the comprehensive plan shall be prepared, reviewed and adopted prior to any park development.
- P&OS - P17. Preservation of a site's inherent, physical attributes shall be an important priority of all park facilities development.
- P&OS - P18. Facilities design and development shall recognize long-term cost of maintenance and operations.
- P&OS - P19. Facilities development shall be based on Township growth and local demand.
- P&OS - P20. Park development shall focus on development of facilities for active recreational use and not duplicate facilities available through the regional park system or other leisure activity providers.
- P&OS - P21. Trail corridor links to local and regional parks are encouraged for residents to take advantage of close-to-home opportunities.
- P&OS - P22. The Town shall coordinate with Ramsey County Parks Department in planning and policy development for regional park and trail facilities to assure enhancement of mutual goals.
- P&OS - P23. The Town shall work with School District #624 Community Services and communities within the school district to determine locations and needs for community facilities both in the Township and surrounding communities.
- P&OS - P24. Park development and redevelopment projects shall include providing handicap-accessible equipment.

Actions

- P&OS - A1. Seek cooperation with other organizations to satisfy community needs.
- P&OS - A2. Encourage expanded educational programming at Tamarack Nature Center.
- P&OS - A3. Determine the need for additional motorized and non-motorized trails.
- P&OS - A4. Grant programs shall be continuously monitored for possible utilization. When grants are available, applications are made for projects that are consistent with Town Board goals and policies.
- P&OS - A5. Work with School District #624 Community Services and communities within the school district to determine locations and needs for community facilities both in the Township and surrounding communities.

Park and Open Space Framework

The cornerstone of the park and open space system is the identification, preservation and enhancement of natural and environmental resources. These resources are unique and cannot be moved or recreated. They truly are the backbone of the system. The elements in White Bear Township are comprised of the unique landscape surrounding Bald Eagle Lake, the numerous water bodies and identification with White Bear Lake, along with the wetland and drainage system.

The second aspect of the system is the elements that provide for a range of experiences and uses. Generally, the park and open space system is a hierarchy, grouping together community wide uses in larger parcels, providing neighborhood services in smaller, distributed parcels and meeting special needs in parcels situated and suited to those needs. Increasingly, the emphasis is on linking these resources with a street system and trail/pathway system that permits access while enhancing Township life. Special street landscaping and lighting provides a sense of cohesiveness to the community, particularly important in White Bear Township with its 13 shared borders and five noncontiguous land components. The intertwining of non-motorized lineal connections completes the system picture. A separate chapter has been devoted to the trail system.

Finally, the activity facilities are overlaid providing for indoor and outdoor recreation experiences. That component is a continuously moving target responding to the changing make-up of the Township population. Typically, the foundation elements are the passive components - natural areas, trails, benches, lake access, and picnic places. Play apparatus, ball fields, skating rinks, exercise facilities, course and game areas, and supporting elements such as parking support active recreation.

These facilities are reinforced with indoor recreation facilities anchored by gymnasiums and including meeting rooms, recreational activity rooms (dance, exercise, weights, crafts), and performing areas (practice rooms, performance areas, stages).

Historically, the park and open space system plan has been a strategy for local government to provide land and facilities for its residents and businesses. The evolving nature of leisure time activities and the increasing scarcity of resources are changing that picture. Leisure resources need to look beyond those provided directly by government to the movie theaters, community theaters, health and fitness clubs, game rooms and emerging technology driven activities.

Similarly, programming of recreation embodies a partnering to improve the experience and reduce the cost. In White Bear Township, the relationship with the School District, which offers recreation programming on School District property and community and parks within the School District is an excellent example. The relationship with the White Bear Area Hockey Association in providing hockey facilities is another. Partnering with the School District and the churches for indoor meeting and play space is difficult, but can be fiscally prudent. Expanding and upgrading the church kitchen and gym in exchange for access and programming rights is much more cost effective than attempting to construct and staff independent government facilities.

Park and Open Space System Components

The plan focuses on public ownership and use elements recognizing the partnerships and broader participation in open space and leisure activities mentioned above. The strategy is to identify a hierarchy of places that meet immediate area, neighborhood and community use. The building blocks include:

Play Areas

Informal, small areas that provide open space and some area for play on a block or several block basis. The population served is with a quarter mile and an ideal size is 2 to 3 acres.

Neighborhood Parks

This system element serves the broader neighborhood. It provides for active and passive recreation activities. Its role can be enhanced if it accompanies a school, church or other community related facility that could also offer indoor leisure opportunities as well. These parks serve a radius of a half-mile and are sized at 5 to 10 acres.

Community Playfields and Parks

As the name implies, this larger area provides space and facilities for larger outdoor activities and gatherings. Combination of play and park areas is one of resources and the presence of natural resources such as forested lands, wetlands or other features. For a community the size of White Bear Township, one of these elements or a shared community playfield facility would be appropriate. Polar Lakes Park on Hammond Road provide this service component. This element serves groups of neighborhoods within a three-mile radius and requires 25 to 100 acres.

District Park

This system element represents a municipality wide park and recreation area that provides leisure opportunities for the entire municipality. Typically natural resource based and oriented to community events and festivals, it should contain a minimum of 100 acres ideally contains 200 acres to give the feel and future a community scale.



Manor Park with playground area



Polar Lakes Park



Red Pine Park



Tamarack Nature Center



Tamarack Nature Center

Regional Parks, Reserves and Trails

This system element is natural resource based and does not have a community guideline for the amount of land that should be included. Regional reserves focus on unique natural landscape region elements and begin at 1,500 acres in order to preserve the natural experience. The Bald Eagle/Otter Lake Regional Park including Tamarack Nature Center is an example of a regional park within the Township. Regional parks capture unique recreation experiences that draw from the broader region. One hundred acres is the threshold size for a regional park. Regional trails provide a major recreation experience and connect regional parks. Birch Lake and US 96 regional trails are examples. The Regional System is planned and partially financed by the Metropolitan Council and developed and operated by ten implementing agencies. Ramsey County is the implementing agency in the White Bear Township area.

Special Facilities

This element captures both outdoor and indoor facilities unique to the area. Components would include beaches, boat launch, nature center, golf course, ice arena, recreation center, community theater, and other special facilities. The private sector role for some of these facilities such as a golf course or theater is more generally accepted.

Natural, Special and Historic Features

This element is reserved for things that again are unique community resources. They may include a cemetery, farm, artesian well, fen or Town Hall.

Trails, Pathways and Boulevards

This category recognizes the importance of linear corridors in connecting the community and reinforcing its image. The emphasis is on considering purposeful and recreational trip making and the importance of a safe and pleasant experience. Emphasis is generally on non-motorized travel. Boulevards are provided for public utilities and snow storage and also tying together the community and to indicate that slower vehicles and people are present. These are discussed further in Chapter 7: Trails.

Commercial and Community Recreation

Theater, mini-golf, arcade, health club, book store, bowling, church auditorium and gymnasium, billiard hall are all elements of leisure venues offered on a business or non-profit basis.

These system components blended together create community resources that reinforce community and contribute to the well-being and value of property. The plan, of necessity, concentrates initially on the traditional public elements while recognizing the contributions that the other components can make to complete the community experience.

Local Park and Recreation Facilities Summary

The Town of White Bear presently has 25 park sites totaling 190 acres. Of these, five are largely undeveloped and presently serve only open space functions. The parks and their features tabulated in Table 6.1 are keyed to locations shown on Figure 6.1, Park and Open Space Plan. The listing is primarily alphabetical and includes Township sites, regional sites and school sites located within the Township. The inventory includes developed and undeveloped properties. Each site has been given an identification number based on its geographical location in the community.

Most of the parks are quite small--nine are one acre or less in size. Many of these have been acquired through parkland dedication at the time of subdivision platting. The Park Board policy fosters small play lots scattered throughout the residential areas as important recreation facilities even though some are undeveloped. The space provides for informal play, pick-up games of sand lot softball, or just a place for adults, children and families to get together. They do bring significant maintenance issues unless the abutting neighborhoods are engaged in some or all of the upkeep.

The major facilities at each park, and for the system as a whole are summarized in the Existing Park System inventory table (Table 6.1). As can be seen, the Town has a good supply of tennis courts for a community its size; tennis players from adjacent communities also use White Bear Township's courts. The Township operates one beach facility at Bellaire Beach. Township residents also use county facilities for boat launch, swimming beaches, and other water oriented activities.

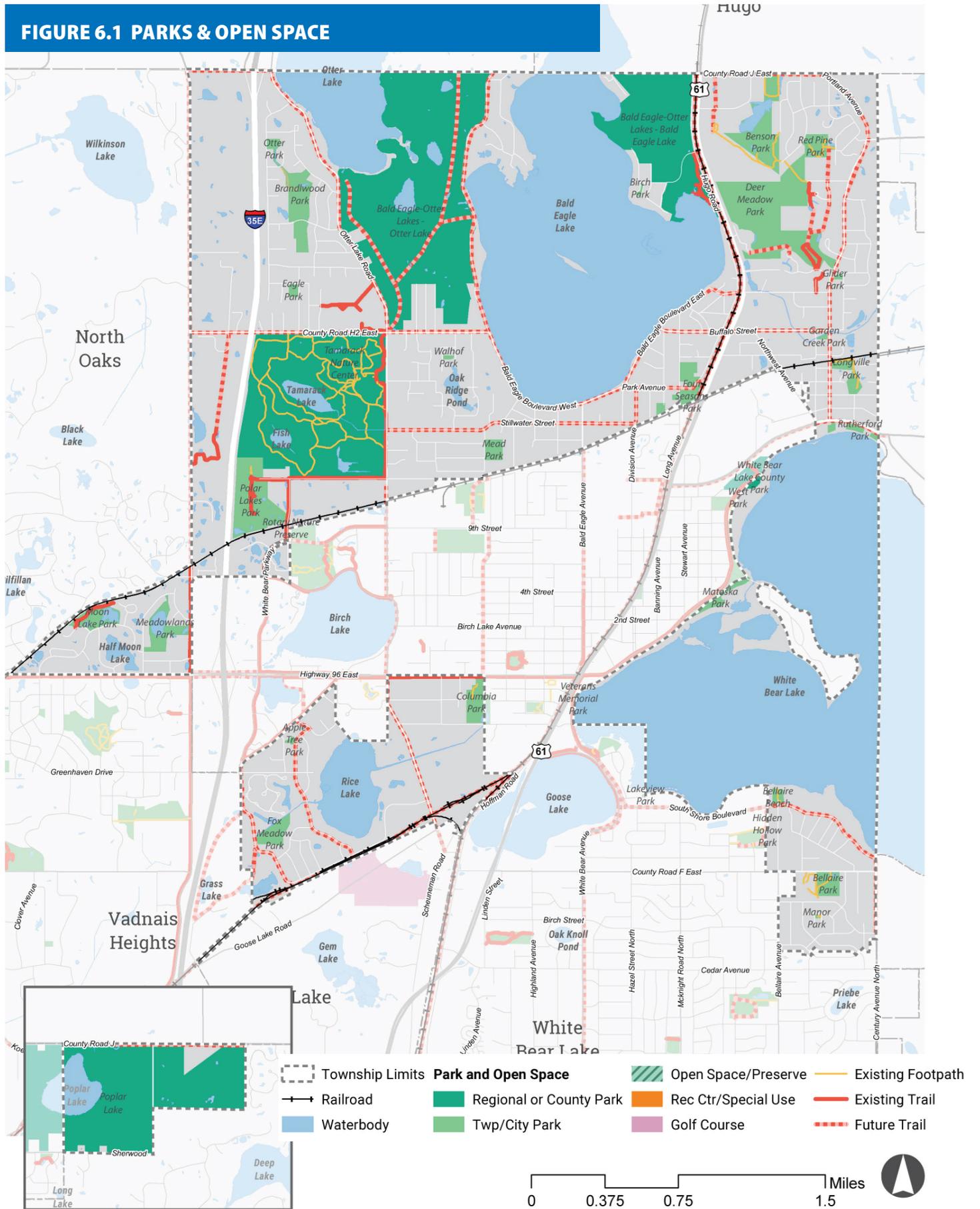
Large areas of open space and natural areas will be preserved as part of the Regional Park System. Additional wetland areas providing open space will be preserved as a result of the Wetlands Overlay District and zoning ordinance. Although the Town has significant open space and natural areas, and the opportunities for recreational use that go with them, there are still needs to be identified for park and recreation services on a local level.

TABLE 6.1 EXISTING PARK SYSTEM

White Bear Township Parks	Est. Size (acres)	Playground Equipment	Ball field	Ice Skating Rink	Basketball	Tennis Court	Picnic Equip.	Picnic Shelter	Passive Trails/Benches	Swimming	Soccer/Football Field	Undeveloped	Future Development
Anderson Park - Anderson Lane & I-35E	0.50												
Apple Tree Park - Bambi Lane & Doe Circle	0.75	X			X							X	
Bellaire Beach - S. Shore Blvd & E Bellaire Ave	1.50	X					X	X		X			
Bellaire Park - County Road F & Lakewood Ave	8.00												
Benson Park - Hwy 61 south of County Road J	38.84								X				
Birch Park - Birch Road & Overlake Road	1.00	X			X		X						
Brandlwood Park - Meadowview Drive & Stuart St	5.10	X		X			X		X				
Columbia Park - CSAH 96 & Grace Street	11.75	X	X			2					X		
Polar Lakes Park - Hammond Road	45.00	X	4				X	2	X		2		X
Deer Meadow Park - Parkview Ave	20.00	X					X	X	X				
Eagle Park - Township Drive & Fisher Street	1.00	X		X		2	X	X					
Four Seasons Park - Park Ave & Eagle St	7.50	X	X			2	X	X					
Fox Meadow Park - White Bear Pkwy & Parkridge Dr	9.79	X					X	X					
Garden Creek Park - Portland Ave & Buffalo St	1.00	X					X						
Glider Park - Franklin Ave & Suzanne Circle	0.80	X			X								
Longville Park - First St & Park Ave	6.60	X	X			2							
Manor Park - Stacker Pl at Stacker Blvd	0.50	X											
Mead Park - Stillwater St & Dillon St	7.00	X	X				X	X					
Meadowlands - Centerville Rd & CSAH 96	2.00	X							X				
Otter Park - Otterview Tr & Otterview Rd	1.50	X											
Red Pine Park - Red Pine Blvd	9.08	X		X	X				X				
Rutherford Park - CSAH 96 & Park Ave	3.00								X			X	X
Sandterra Park - Pintail Lane	1.00								X			X	
Walhof Park - Reed Pl south of County Rd H-2	0.75	X											
Moon Lake Park - Greenhaven Drive	7.69								X			X	

Source: US Census, Metropolitan Council, White Bear Township

FIGURE 6.1 PARKS & OPEN SPACE



Park Facilities Analysis

Regional Parks/County Parks

There are 1,315 acres in the Bald Eagle-Otter Lake Regional Park and Poplar Lake County Park. Bald Eagle-Otter Lake was designated a regional recreation open space by the Metropolitan Council in 1974 followed shortly by an acquisition plan. Various modifications to the park have occurred including deletion of some properties in adjacent counties and a land exchange with the Township. The park contains three main recreation components. The Tamarack Lake area has been established as a nature center. There are hiking and biking trails as well as country skiing, Discovery Hallows and Children's Garden.

The Bald Eagle component has a boat launch, picnic area and trails. The Otter Lake element contains a boat launch area, off-leash dog area, a picnic facility, and a series of hiking and ski trails planned as a future phase of investment.

Community Parks and Open Space Needs Assessment

Two means of assessing the adequacy of the park and open space system are the amount of land and the distribution of that land. Generally accepted space standards guide the quantity issue and application of the concept of service radius assesses the distribution. These techniques are useful as a starting point for further analysis and refinement based on Town resident needs.

Standards or guidelines can provide a ready rule of thumb for judging the overall adequacy of facilities and service. In addition, standards can help to promote an equitable distribution of facilities throughout the Township, so that all areas have a reasonable degree of access and service. Strict standards applied with the blanket approach ignore factors and criteria unique to a community and neighborhood. Variety and individuality of park areas are what makes them interesting and exciting places to relax, renew, and refresh oneself. Recreation is an experience, not just a facility. Standards are simply intended to stimulate thought, not substitute for it.

White Bear Township adopted modified standards that reflect local needs and local goals for the future of the community. In tailoring standards to White Bear Township, several community characteristics were recognized:

- » The Town has substantial open space within its boundaries, much of it in natural areas and the regional parks. There is considerable acreage of surface water among the Town's lakes. In addition, large expanses of wetland areas are present, with restrictions on development. As a result, there is a feeling of openness, and little need for developing major town parks for the purpose of providing visual relief. Emphasis is directed toward providing services at the neighborhood and community level, and providing facilities not duplicated in the Regional Park System, such as sports fields, courts, playgrounds and picnic areas.
- » The Town's 2010 population of 10,949 ranks it tenth largest of Ramsey County's 16 municipalities. In terms of physical area, as the Town consists of five separated physical parts. Access to park and recreation facilities will merit different considerations than for a municipality of similar population built in a more compact or contiguous development pattern.

- » Community boundaries in the metro area are not perceived as distinctly as in isolated areas. Consequently, there will likely be somewhat more non-resident use of facilities. The reverse is also true; residents may use the athletic facilities outside the Town's boundaries such as those at the Junior and Senior High Schools and surrounding community parks. Estimates of demand and service areas must include the area within the "zone of influence", regardless of whether it is White Bear Township or a neighboring community.
- » The Community Services Department of School District #624 programs athletic and senior activities in White Bear Township and surrounding communities. No programming of sports activities is provided by Township staff. However, Town park properties, in addition to school district properties in White Bear Township, are utilized for programmed use.

These characteristics were kept in mind in comparing various standards from regional, state and federal sources. Table 6.2 depicts the historical acreage recommendations from the National Recreation and Park Association. A more appropriate level of service concept that more fully considers land characteristics and population characteristics has replaced them. Consideration for expanding the rule of thumb standards to those more responsive to local population needs would be a possible next step in acquiring and improving public recreation property.

TABLE 6.2 WHITE BEAR TOWNSHIP PARK NEEDS ANALYSIS

System Element	Acres/1,000 Pop	Ideal Size Acres	Min Size Acres	Service Area - Miles
Play Area	1.0	4.0	2	0.5
Neighborhood Park	2.0	10	5	0.5
Community Playfields	1.5	26	20	1.5
Community Parks	3.5	100	40	3
District Parks	Resource Based	Varies	100-1,500	10
TOTAL	10.0			

Source: National Recreation and Parks Association

TABLE 6.3 PARK ACREAGE NEEDS BY POPULATION ESTIMATES*

	1970	1980	1990	2000	2010	2020	2030	2040
Population	5,666	5,921	9,400	11,293	10,949	11,200	11,300	11,300
Park Acreage Needed	57	59	94	113	110	112	113	113
Comparison to Existing Acreage	(70)	(70)	(70)	(190)	(190)	(190)	(190)	(190)
Additional Acres Needed	0	0	23	0	0	0	0	0

* Park Acreage needs are based on the standard of 10 acres of parkland per 1,000 residents.

Table 6.3 was developed by comparing the historical standard of 10 acres of parks/1,000 population. The purpose of the table is to give the Town a general idea of the amount of parkland needed in order to accommodate expected growth. Measuring future space needs by the historical standard shows that the general demand parkland is satisfied by the planned park system. In addition, it must be noted that the regional parks provide a significant additional resource to the community.

The distribution of parkland is just as important as total acreage figures. Figure 6.1 shows the Town public locations. The service area concept is important as it relates to “close to home recreation”, a key factor in daily life. Most leisure time does not occur in substantial blocks of time that would permit travel to other areas. Typically, individuals have 35 - 40 hours of leisure time per week with several hours available daily. Those with larger amounts of leisure time per week and limited mobility must rely on meeting most of their recreation needs close to home. Close to home recreation is needed to permit maximum use of leisure time in a safe and convenient manner.

Overall, parks are fairly well distributed throughout the Town. The Town is approximately 98% developed and most neighborhoods are served by play areas or neighborhood parks. One remaining park is planned to be acquired when property west of I-35E and north of CR H-2 develops.

Summary of Observations

1. The Town has sufficient park area in terms of acreage for several years yet to come. However, many of these parks are small or undeveloped or have significant wetlands, and so do little to meet present recreation needs.
2. The Town has a healthy supply of tennis courts distributed throughout the Town. Construction of additional courts should be discouraged, especially if within the service area of tennis courts in adjacent communities, including courts on school district property. Pickleball is becoming increasingly popular and resurfacing and stripping of Town courts should include pickleball.
3. There are six little league ball fields and two full-size ball fields in the Town park system. There are also four fast pitch softball/little league baseball fields at Otter Lake School.
4. The presence of Regional Parks and large areas of open space due to wetlands and lakes, points the Town to focus on satisfying the needs for active recreation in community and possibly neighborhood parks.
5. Some older parks have equipment which is outdated. The capital improvement program should continue to be refined in order to replace this equipment on a timely basis focusing on redevelopment or improvement to one to two parks per year.
6. The Town has numerous mini and neighborhood park properties and has developed a community park and playfield complex.
7. The Community Services Department of School District #624 has indicated needs for lacrosse fields, due to the growing popularity of this sport.

Implementing Conclusions

1. Focus on development of larger active use community park area(s) (recommended minimum size of 10 plus acres). Parks smaller than 10 acres are very limited in development potential, especially to serve a community wide need. The Parks and Trails map identifies one park area that remains for acquisition and development within the Township.
2. Land accepted, as part of the subdivision dedication requirements should be reviewed prior to acceptance in regard to access, location, development potential, size and other criteria for suitability.
3. Where two subdivisions are platted adjacent to each other, the Town should evaluate the possibility of acquiring adjacent sites for Park Land Dedication. One larger park will be of more value than two small parks with limited potential.
4. The Town should consider utilizing undeveloped parks to serve community wide needs when they are located in areas that are currently in the service area of a developed mini or neighborhood park.
5. The Town should seek to develop a greater variety of facilities in the park system. While there seems to be an adequate number of tennis courts, there are limited facilities for other active recreation use.
6. The Town should take greater advantage of its strategic location in relation to the four regional parks. Trails to car non-motorized traffic, such as bicycle, pedestrian and cross-country ski traffic to the parks should be developed so residents can take full advantage of those close to home opportunities, without relying on the automobile.
7. Development plans should be prepared for undeveloped parks in the system. The Park Board should meet with residents of a neighborhood park. Direct involvement of the neighborhood can have the by-product of increased local pride and reduced vandalism.
8. The Capital Improvement Program is an ongoing planning process and park development should be recognized as an important part of any five-year to ten year long range CIP.
9. The Town should attempt to address the needs of the Community Service Department of School District #624 when considering development of neighborhood or community parks.

The park and open space needs analysis focuses primarily on traditional local park planning guidelines and Township park properties. It is undertaken in recognition of the major regional open space and beaches operated by Ramsey County, the school sites owned by the White Bear School District, the private and non-profit leisure facilities and programs, and the offerings of neighboring communities. As the leisure time framework plan evolves, it will incorporate more non-traditional resources within the scope of the plan.



07 • TRAIL PLAN

Purpose

The purpose of the Township Trail System Plan is to develop a program for trail facility improvements based on existing needs and desires of Town residents, and to provide safe recreational links to significant sites.

The Trail System Plan has four basic steps:

1. An inventory was conducted of existing trails, both in the Township and in surrounding communities, including an inventory of regional trail corridors as shown in the County and Metropolitan Council trail plans.
2. Based on the inventory and community needs, a set of goals and policies were adopted to guide the planning effort.
3. System deployment policies and potential corridors were selected to connect significant sites for recreation purposes, to improve public safety and to meet other trail policies.
4. Implementation priorities were developed for all planned corridors based on major/minor trail segment, trail type, safety, destination orientation, park or school connection and degree of current improvement.

Each of these steps are topical areas of discussion in this chapter. The inventory determines what has been done to date while establishing policies for location and improvement timing. The goals and principles permit for the components necessary to create a purposeful and recreational system of non-motorized pathways and trails interconnecting important areas of the community.

ISSUES IDENTIFIED FOR TRAILS

- » Expanded demand for trails- especially to connect parks and neighborhoods
- » Desire for safe bicycle and pedestrian facilities along East and West Bald Eagle Boulevard

Goals & Policies

A series of goals and interlocking policies were established by the Township to select and implement the Trails System Plan.

Goals

Long term goals help establish the policies for determining the need, locating and developing a system of trail and paths. These goals emerge from community values, are interpreted by the Park Board and adopted by the Town Board of Supervisors. They change from time to time as values in the community evolve.

- TRL - G1. Establish a system of paths, trails, sidewalks, and routes for recreation, active living and purposeful trip making.
- TRL - G2. Provide access to commercial areas.
- TRL - G3. Provide access to public parks.
- TRL - G4. Provide public recreation pathways through scenic areas.
- TRL - G5. Improve public safety by providing alternatives to on-street pedestrian and bikeway use.
- TRL - G6. Provide access and be consistent with local, county, regional and state trails in adjacent communities.
- TRL - G7. Develop and maintain a trail system in a cost-effective manner, including seal coating on a regular basis, as identified in the parks and trails CIP.
- TRL - G8. Increase communication with the public, relative to trail development.
- TRL - G9. Consider environmental issues and preservation of sensitive areas with respect to trail development.
- TRL - G10. Determine the needs for motorized and non-motorized trails, routes, paths, and sidewalks.
- TRL - G11. Develop a connected system of trails that links town parks, neighborhoods, and open space.

Policies

Trail policies are focused on the selection and development of trail system plan elements. The policies represent the selected methods to achieve the goals.

- TRL - P1. Trail development should occur according to an officially adopted Township Plan.
- TRL - P2. Trail development shall be implemented according to a prioritized system based on improving public safety concerns, connecting specific destinations and providing public recreation.
- TRL - P3. Trail development should include all feasible connections to adjacent community, county, regional, and state trails.
- TRL - P4. Trail design shall utilize adopted standards and construction techniques.
- TRL - P5. Roadway and utility rights-of-way should be utilized for trail development wherever possible.

- TRL - P6. Trail systems shall be designed and constructed to keep maintenance to a minimum.
- TRL - P7. New subdivisions should provide appropriate corridors as part of parkland dedication and subdivision requirements.
- TRL - P8. Location and design of trails will attempt to minimize negative effects and attempt to maximize beneficial effects for adjacent property owners.
- TRL - P9. Grant programs shall be continuously monitored for possible utilization. When grants are available, applications are made for projects that are consistent with Town Board goals and policies.
- TRL - P10. Trail development planning shall be conducted in a fashion that encourages public participation.
- TRL - P11. Trail corridor links to local and regional parks are encouraged in order that residents may take advantage of those close-to-home opportunities.

Actions

- TRL - A1. Develop a community-supported and phased bicycle/pedestrian and trail plan to be constructed in a logical sequence and include in a capital improvement program.
- TRL - A2. Cooperate with Ramsey County to provide expanded paved shoulders when County roads which are designated as trail corridors are planned to be overlaid or reconstructed.
- TRL - A3. Continuously monitor grant programs for possible utilization. When grants are available, applications will be submitted for projects that are consistent with Town Board goals and policies.

Trail Inventory

White Bear Township Jurisdiction

The Town currently has few significant trails located within its borders. Existing trails consist of the following:

Sidewalks

- » CR H-2 between Lakeview Avenue and Otter Lake Elementary School
- » Greenhaven Drive
- » Otter Lake Road from Hickory Trail to Otter Lake Elementary School
- » Parkview Drive from Meehan Drive to Portland Avenue
- » CR H-2 between Province Lane and Peterson Road

Trails

- » Highway 96 Regional Trail along CSAH 96
- » Otter Lake Road between Whitaker Ave and Water Gremlin's South Campus
- » The Heraeus Trail - located within their campus with plans to extend the trail up to CR H-2
- » The Pine Hill development trail, which is planned to connect to the Heraeus trail and to a neighborhood park in this area.

- » Centerville Road in the Meadowlands Development
- » Several walking paths within Bellaire, Longville, Brandlwood, Red Pine, Deer Meadow, Benson, Moon Lake Park and Polar Lakes Parks.
- » Connection between Wildridge Preserve and the White Bear Ponds development.
- » Hammond Road, White Bear Parkway, Township Parkway and Otter Lake Road - known as the Birch Lake Regional Trail connection.

Ramsey County Trails

Ramsey County has constructed an extensive walking area and cross country skiing trail system throughout the Tamarack Nature Center. In a companion improvement, an off-road trail along a portion of Otter Lake Road has been constructed, which connects to the Birch Lake and CSAH 96 Regional Trails. Additional trails are also located in the County's Open Space properties in White Bear Township, including a trail from CR H-2, to the dog park with plans to extend the trail north along the Chain of Lakes Trail route.

The Birch Lake Regional Trail and CSAH 96 Regional Trail are shown in Figure 7.1.

Proposed Regional Trails

Three new regional trails are proposed in the Metropolitan Council's 2040 Regional Parks Policy Plan that travel through White Bear Township. The Township has included the proposed locations of these trails on Figure 7.1. These facilities are managed by Ramsey County. Descriptions of the proposed trails include the following:

Chain of Lakes - Bald Eagle Regional Trail

- » This trail will connect the Rice Creek Chain of Lakes Park Reserve with Bald Eagle-Otter Lake Regional Park. A master plan has not been completed yet for the trail. The proposed general alignment of the trail is identified on the Park and Trail Map.

Bruce Vento Regional Trail

- » This regional trail is partially complete and open to the public. However, the section in White Bear Lake and White Bear Township is proposed for the Burlington Northern Railway right-of-way that currently maintains rail traffic. Ramsey County Parks Department will pursue a master planning process for this section of the regional trail when the status of railroad operations change. The proposed trail alignment is shown on the Park and Trail Map.

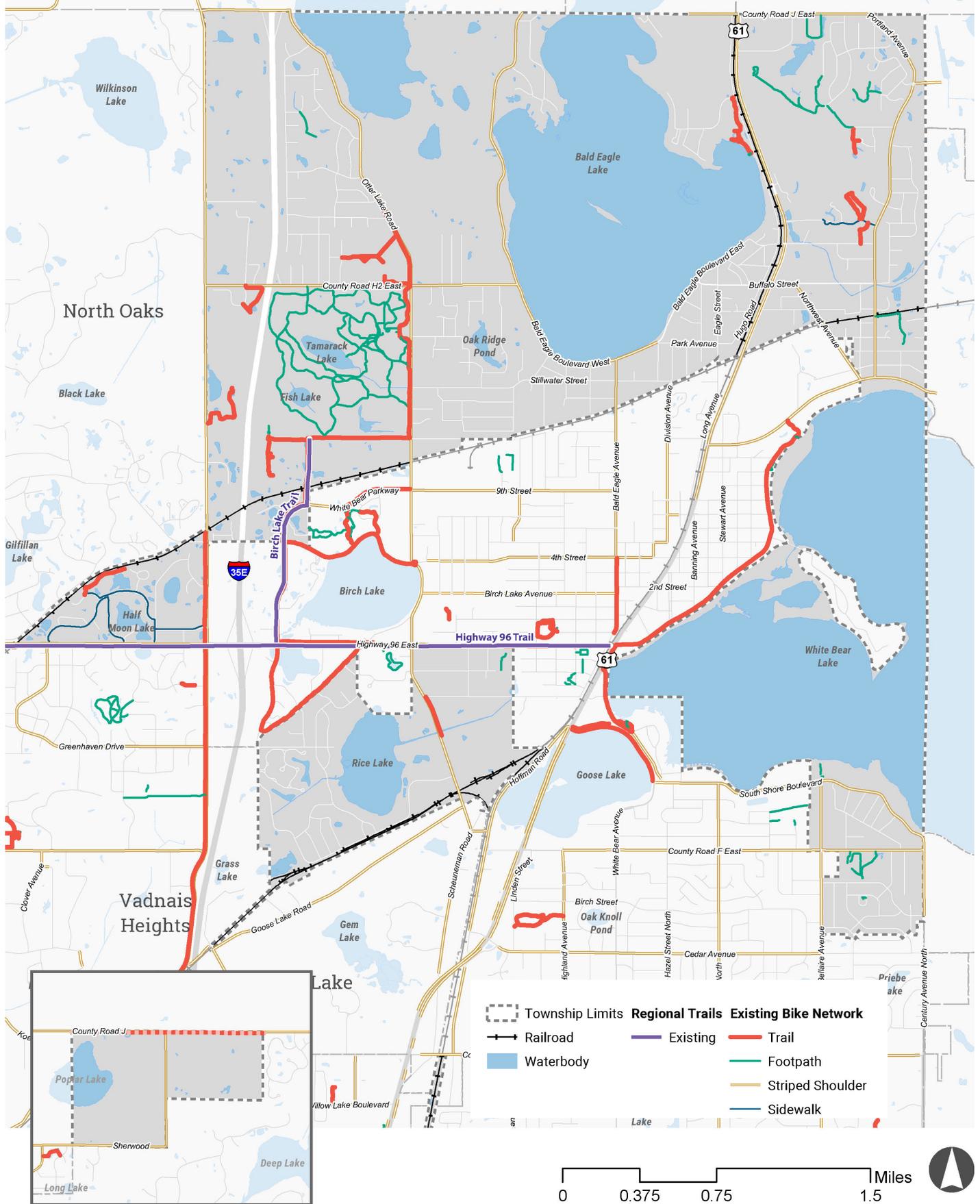
Lake Links Trail Network

- » This proposed trail would connect the proposed section of the Bruce Vento Trail along US 61 to the east to connect to the existing Gateway State Trail via a trail paralleling CSAH 96. The trail was part of the Lakes Links Trail Network master planning process, which calls for this section of trail to be part of the Regional Parks System. The general trail alignment is indicated in Figure 7.1. A portion of this trail is planned to go around White Bear Lake.

St. Anthony Railroad Spur Regional Trail Search Corridor

- » Different from the proposed Regional Trails listed above, the St. Anthony Railroad Spur Regional Trail Search Corridor is at an earlier stage of planning. This trail search corridor can be seen in Figure 7.3.

FIGURE 7.1 EXISTING BICYCLE AND PEDESTRIAN FACILITIES



Regional Bicycle Transportation Network

Bicycling and walking are becoming increasingly important in the Twin Cities for commuting to work or school, running personal errands, and traveling to entertainment and activity venues. The increasing demand for on- and off-street bikeway facilities offers a significant opportunity to help reduce traffic congestion, improve air quality, improve personal health, and improve the marketability and attractiveness of living in White Bear Township.

Because bicycle trips often cross municipal boundaries, the Metropolitan Council has developed an arterial backbone network of regional bicycle facilities for transportation and has included it in the Transportation Policy Plan. This network, called the Regional Bicycle Transportation Network (RBTN), is intended to be supplemented by local bikeway facilities similar to the way local streets supplement principal and minor arterial roadways. Not to be confused with the regional trail system composed of existing and planned regional trails and trail search corridors, the RBTN's primary function is for transportation rather than recreational and scenic value. Though, both networks overlap in many locations and can serve both purposes.

The goal of the RBTN is to establish an integrated seamless network of on-street bikeways and off-road trails to most effectively improve conditions for bicycle transportation at the regional level. The network is divided into two tiers for regional planning and investment prioritization. Those tiers are Tier 1 and Tier 2 and are listed as either an alignment or corridor in the RBTN. They are described below.

Planning for the RBTN

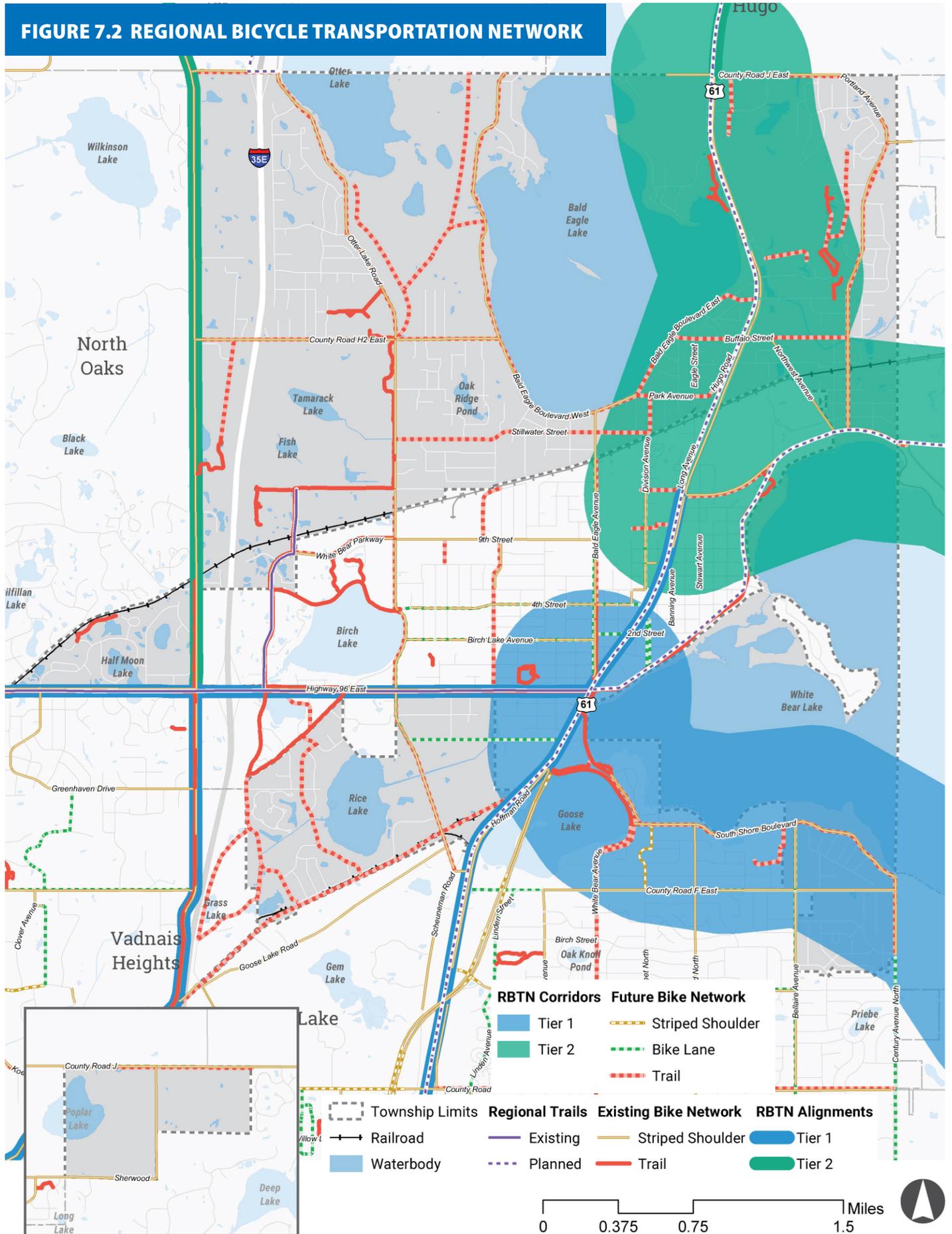
In planning for specific RBTN alignments, the following guiding principles for regional bicycle corridors should be considered.

- » Overcome physical barriers and eliminate critical system gaps.
- » Facilitate safe and continuous trips to regional destinations.
- » Accommodate a broad range of cyclist abilities and preferences to attract a wide variety of users.
- » Integrate and/or supplement existing and planned infrastructure.
- » Consider opportunities to enhance economic development.

Bicycle facility types that are suggested examples for implementing the RBTN include the following:

- » Off-street trails
- » Wide paved shoulders
- » Bicycle boulevards
- » Conventional bicycle lanes
- » Buffered bicycle lanes
- » Protected bikeways or cycle tracks

FIGURE 7.2 REGIONAL BICYCLE TRANSPORTATION NETWORK



Tier 1 and Tier 2 Regional Bicycle Transportation Corridors

Tier 1 Corridors are a subset of the RBTN and have been identified as the highest priority for regional transportation planning and investment. The priority corridors are planned in locations where they can attract the most riders and where they can most effectively enhance mode choice in favor of biking, walking, and transit over driving alone. High rates of bicycle travel demand, as well as current and planned population and employment densities, were heavily weighted in the analysis of corridors. These corridors are intended to allow flexibility among local government agencies to tailor specific alignments for bikeway facilities through the local planning process. When specific alignments are designated through the local planning process, the regional corridor will be replaced on the RBTN map with the preferred alignment.

Tier 1 Corridors in White Bear Township are shown as a blue bubble on Figure 7.2 and are located generally in a one-mile corridor along South Shore Boulevard, White Bear Avenue, and Old White Bear Avenue, south of US 61.

Tier 2 Corridors are the remaining corridors in the overall RBTN. These corridors are assigned the second tier priority for regional transportation planning and investment.

Tier 2 Corridors in White Bear Township are shown as a green bubble on Figure 7.2 and are located generally in a one-mile corridor along CSAH 96/Lake Avenue, east of US 61, and along US 61, north of CSAH 96/Lake Avenue and south of CR J.

Relationship of Existing and Planned Bicycle Facilities to RBTN Corridors

Within White Bear Township, the closest existing bicycle facility alignment to the RBTN tier 1 corridor along South Shore Boulevard is the striped shoulder along South Shore Boulevard. According to the Ramsey County planned bicycle facilities data, the City of White Bear Lake planned South Shore Trail would be the best candidate to be proposed for this RBTN tier 1 corridor.

Within White Bear Township, the closest existing bicycle facility alignment to the RBTN tier 2 corridor along CSAH 96/Lake Avenue would be the striped shoulder along Lake Avenue. The Ramsey County Parks and Recreation planned Lake Links trail would be the best candidate to be proposed for this RBTN tier 2 corridor.

The closest existing bicycle facility alignment to the RBTN tier 2 corridor along US 61 would be the striped shoulder along US 61. The Ramsey County Parks and Recreation (source Metropolitan Council GIS) planned Bruce Vento trail extension would be the best candidate to be proposed for this RBTN tier 2 corridor.

Tier 1 and Tier 2 Regional Bicycle Transportation Alignments

Similar to the regional bicycle transportation corridors, there are Tier 1 and Tier 2 regional bicycle transportation alignments where specific route alignments have been designated through the Regional Bicycle System Study process that included discussion with local agency staff. The designated RBTN alignments are based on local bicycle plans and in many cases already exist in some form and may need little or no improvement for the regional network. Those regional trails that provide direct transportation connections to and between regional destinations were included as Tier 1 alignments.

Tier 1 Alignments in White Bear Township are shown as a bold blue line on Figure 7.2 and are located along CSAH 96, US 61, south of CSAH 96/Lake Avenue, and along Centerville Road, south of CSAH 96.

Tier 2 Alignments in White Bear Township are shown as a bold green line on Figure 7.2 and are located along Centerville Road, north of CSAH 96 and along US 61, north of CR J.

Relationship of Existing and Planned Bicycle Facilities to RBTN Alignments

Within White Bear Township, the closest existing bicycle facility alignment to the RBTN tier 1 alignment along CSAH 96 would be the Ramsey County Parks and Recreation Highway 96 Regional Trail. This facility is the best candidate for this RBTN tier 1 alignment.

The closest existing bicycle facility alignment to the RBTN tier 1 alignment along Hoffman Road would be the striped shoulder along Hoffman Road. The Ramsey County Parks and Recreation planned Bruce Ventro trail extension would be the best candidate to be proposed for this RBTN tier 1 alignment.

Within White Bear Township, the closest existing bicycle facility alignment to the RBTN tier 2 alignment along Centerville Road would be the off-street trail along Centerville Road between CSAH 96 and the railroad, as well as the striped shoulder along Centerville Road. These facilities would be the best candidate for this proposed RBTN tier 2 alignment as there are no other bike facilities planned at this time along this corridor.

Proposed Trail Corridors

Trail corridors reflect connections between significant sites and residential areas. Significant sites include park properties, schools, commercial areas, and potential connections to adjacent community trails or regional trail corridors. Table 7.1 itemizes the trail system elements, their relationship to the roadway type if appropriate, elements being connected, the physical characteristics of the corridor and the project's status.

Trail System Element Description

The following provides a more extensive description of the trail segments listed in the plan.

A-1 OTTER LAKE ROAD

A-minor Reliever and Minor Collector between County Road J and Scheuneman Road. Controlled and maintained by Ramsey County. Destinations include the Tamarack Nature Center, Otter Lake School, White Bear Township Theatre Commercial Area, and the CSAH 96 and Birch Lake Regional Trails. A portion of the Birch Lake Regional Trail parallels Otter Lake Road in the City of White Bear Lake. An off-road trail between Hammond Road and CR H-2 was constructed as part of the Tamarack Nature Center trail system. Trail development should be coordinated with County overlay or reconstruction of the roadway.

A-2 CR H-2

B-minor Collector road between Centerville Road and Bald Eagle Lake. Controlled and maintained by Ramsey County. Destinations include Tamarack Nature Center and Otter Lake School and the Otter Lake segment of the Bald Eagle/Otter Lake Regional Park. A sidewalk is constructed on a portion of the corridor from Otter Lake School to Lakeview Avenue. Trail or sidewalk development should be coordinated with County reconstruction or overlay of the roadway.

B-1 PORTLAND AVENUE

Collector road between CR J and CSAH 96. Controlled and maintained by Ramsey County. Destinations include Rutherford Park on White Bear Lake, Longville Park, Garden Creek Park, Glider Park, the White Bear Beach Community Club property and the White Bear Lake/Highway 96 Trail corridor (Lake Links). The White Bear Beach area currently has significant pedestrian traffic, especially during the summer months. Trail or sidewalk development should be coordinated with County reconstruction or overlay of the roadway.

TABLE 7.1 TRAIL SYSTEM ELEMENTS

ID	Trail Location	Termini		Artery Level	Connection Type	Type			Status
		Beginning	Ending			On Road	In Corridor	Off Road	
A-1	Otter Lake Rd	CR J	Scheunaman	MAJ	Park/School	AMR			
A-2	CR H-2	Centerville	Bald Eagle	MAJ	Park/School	BMC			
B-1	Portland Ave	CR J	CSAH 96	MAJ	Park	BMC			
B-2	CSAH 96	NW Ave	E Co Line	MAJ	Park	AME			
B-3	S. Shore Blvd	Bellaire	E Co Line	MAJ	Park	Local			
B-4	Bald Eagle Lake	Around Lake		MAJ	Park	BMC			
B-5	Taylor Ave	E Bald Eagle	Hugo Rd	MAJ	Park	Local			
B-6	CR F	Bellaire	E Co Line	MAJ	Park/School	BMC			
C-1	NE Area			Min	Park			X	
C-2	BNSF Rail			MAJ	Park			X	
C-3	CR 96			MAJ	Park	AME		X	Complete
C-4	Bellaire Ave	Roth Place	Bellaire Beach	MAJ	Park	BMC/Local			
C-5	E CO Line	Martin Way	S Shore Blvd	MAJ		BMC/Local			
C-6	Centerville Rd	CR 96	CR J	MAJ		BMC			
C-7	White Bear Pkwy	Otter Lake Rd	CR 96	MAJ		AMR/Local			
C-8	CR J	Portland Ave Otter Lake Rd	Bald Eagle Pt Poplar Lake	MAJ		AME/BMC			
C-9	Stillwater St	Otter Lake Rd	Division St	Min	Park	Local			
D-1	Township Pkwy	White Bear Pkwy	Hammond Rd	Min	Park	Local		X	Complete
D-2	Hammond Rd			Min	Park	Local		X	Complete
D-3	Longville Pk			Min		N/A		X	Complete
D-4	Meadowlands			Min	Park	N/A		X	Complete
D-5	Buffalo St	Bald Eagle	Portland	Min		BMC			
E-1	Labore Rd Ext			Min		AMR			
AME = A Minor Expander									
AMR = A Minor Reliever									
BMC = B Minor Collector									

Source: White Bear Township; Resolution, Inc.

B-2 HIGHWAY 96 TRAIL

A-minor Expander road located on the north side of White Bear Lake between Northwest Avenue and East County Line Road. Controlled and maintained by the Minnesota Department of Transportation. Destinations include the Ramsey County Beach, Rutherford Park on White Bear Lake, the White Bear Beach Community Club and the Washington County trails corridor. The trail is recognized as a regional trail corridor and is part of the Around The White Bear Lake and Lake Links Trail. An old rail bed could be utilized as an off-road trail through Rutherford Park. The Township currently owns approximately 60% of the property on the lake between Northwest Avenue and the County line. Trail development should be coordinated with surrounding communities to create an around the lake trail and a connection to the Gateway segment of the Munger State Trail in Washington County.

B-3 SOUTH SHORE BOULEVARD TRAIL

A Local Collector road between East County Line Road and Bellaire Avenue. Controlled and maintained by Ramsey County. Destination includes Bellaire Beach and is part of the Around The White Bear Lake and Lake Links Trail Corridor(s). Trail development should be coordinated with the County overlay or reconstruction of the roadway and/or should be coordinated with surrounding communities to create a trail around White Bear Lake.

B-4 BALD EAGLE LAKE TRAIL

B-minor Collector road includes East and West Bald Eagle Boulevards. Controlled and maintained by Ramsey County; however, control of East Bald Eagle Boulevard and West Bald Eagle Boulevard from CR H-2 to the north county line are proposed to be turned back to the Town. Destinations include Bald Eagle/Otter Lake Regional Park. The scenic roadway is currently used extensively by pedestrians and bike riders. Trail development should be coordinated with Ramsey County reconstruction and overlay plan, and may include sections which are on-road, off- road and/or closure of one lane to vehicle traffic creating a one-way road.

Of all the trail connections within the town, this was highlighted as the most important by survey responders.

B-5 TAYLOR AVENUE TRAIL

Local Collector road between East Bald Eagle Boulevard and Hugo Road. Controlled and maintained by Ramsey County. Planned to be turned back to the Township in 2001. Part of the trail corridor which would connect the Tamarack Nature Center property with the Bald Eagle/Otter Lake Regional Park. Destinations include the Bald Eagle Lake Trail and the Burlington Northern corridor trail. Trail development should be coordinated with the Bald Eagle Lake Trail.

B-6 COUNTY ROAD F TRAIL

B-minor Collector road between Bellaire Avenue and East County Line Road. Controlled and maintained by Ramsey County. Destinations include Bellaire School and Bellaire Park. The roadway currently has a striped shoulder. A sidewalk should be constructed or the shoulder widened for public safety purposes, due to heavy pedestrian use.

C-1 NORTHEAST AREA TRAIL

Off-road trail system which would link parks and open space property with residential areas and the commercial area at CR J and US 61. Destinations include Red Pine Park, Benson Park, Deer Meadow Park, the Burlington Northern rail corridor trail, and several other open space properties owned by the Township. Trail construction will provide a corridor through a scenic part of the Town which includes a Tamarack swamp. Trails should be designed and constructed to minimize the impact on the natural features of the property.

C-2 BRUCE VENTO REGIONAL TRAIL CORRIDOR

Runs parallel to US 61, the Burlington Northern Rail corridor is a regional trail corridor which is constructed between St. Paul and Buerkle Road in White Bear Lake.

The railway is currently active through White Bear Township. Destinations include Bald Eagle/Otter Lake Regional Park, 4 Seasons Park, the Town Hall and commercial areas including downtown St. Paul and White Bear Lake. Trail connections include the Highway 96 Trail and the gateway segment of the Munger State Trail. Trail development should be coordinated with adjacent community and county development plan for the Rush Line Corridor.

C-3 CSAH 96 TRAIL

This off-road regional trail was constructed as part of the CSAH 96 reconstruction project. This trail connects the Long -Lake Regional Park and Birch Lake Regional Trail and connects to US 61, White Bear Lake, and Columbia Park. This trail has segments in both White Bear Township and White Bear Lake and several communities west of White Bear Township.

C-4 BELLAIRE AVENUE

B-minor Collector and local road between Roth Place and Bellaire Beach. Controlled and maintained by Ramsey County. Planned to be turned back to White Bear Township. Destinations include Bellaire Beach and Bellaire School. Trail or sidewalk development should be coordinated with County reconstruction or overlay of the roadway.

C-5 EAST COUNTY LINE ROAD

B-minor Collector and local road between Martin Way and South Shore Boulevard. Controlled and maintained by Ramsey County. This trail connection is a link in the Around The White Bear Lake and Lake Links Trail and connects to trails in the City of Birchwood. Trail development should be coordinated with County reconstruction or overlay which includes widening of the shoulders or with construction of other segments of the around the lake trail.

C-6 CENTERVILLE ROAD

B-minor Collector road between CSAH 96 and CR J. Controlled and maintained by Ramsey County. Destinations include commercial areas in the Meadowlands Development and the White Bear Township Theatre and a link to the Highway 96 Regional Trail. An eight foot wide bituminous trail is constructed between CSAH 96 and North Birch Lake Boulevard on the west side of Centerville Road. A striped shoulder is provided between North Birch Lake Boulevard and CR J. Construction of an off-road trail should be encouraged with those portions of the City of North Oaks that are adjacent to Centerville Road.

C-7 WHITE BEAR PARKWAY TRAIL

A-minor new reliever and local road between Otter Lake Road and CSAH 96 in both White Bear Township and White Bear Lake. Controlled and maintained by White Bear Township and White Bear Lake. A portion of the Birch Lake Regional Trail is constructed adjacent to White Bear Parkway. Destinations include Fox Meadow Park and the Birch Lake and Highway 96 Regional Trails. Construction of the off-road trail between South Birch Lake Boulevard and Otter Lake Road and North Birch Lake Boulevard and Township Parkway will expand the corridor of the Birch Lake Trail.

C-8 CR J

Two separate sections, both B-minor collector roads. The first section is between Portland Avenue and Bald Eagle Point. CR J is controlled and maintained by Ramsey County and the City of Hugo. Destinations include the US 61/CR J commercial area, the BNSF Rail Corridor, Oneka Ridge Golf course and park properties in the White Bear Ponds Area.

The second section is between Otter Lake Road and Poplar Lake--A minor expander. Destinations include the White Bear Township Theatre commercial area and the County open space around Poplar Lake and trails in Lino Lakes. Trail development should be coordinated with County reconstruction or overlay projects which would include shoulder widening.

C-9 STILLWATER STREET

Local Collector road between Otter Lake Road and Division Street. Controlled and maintained by Ramsey County. This narrow roadway is proposed to be turned over to the Town. Destinations include the Tamarack Nature Center and the Bald Eagle residential area and is used as a link to Central Middle School and the North Campus of the High School in White Bear Lake. Trail development should be coordinated with redevelopment of the roadway.

D-1 TOWNSHIP PARKWAY TRAIL

Township Parkway (Local) between White Bear Parkway and Hammond Road. Destinations include the Birch Lake Regional Trail and the Tamarack Nature Center. When combined with Hammond Road the trail provides a link with the Nature Center and expands the Birch Lake Regional Trail Corridor.

D-2 HAMMOND ROAD TRAIL

Township Parkway between Otter Lake Road and I-35E. Roadway is the south border of the Tamarack Nature Center property. Destinations include the Tamarack Nature Center trail along Otter Lake Road and Polar Lakes Park at the west end of Hammond Road. Trail construction was completed in 2003.

D-3 LONGVILLE PARK/PARK AVENUE TRAIL

Park Avenue is a local road between Longville Park and Highway 96. Longville Park currently has a wood chip trail which connects First Street to Portland Avenue and Selena Circle. Destinations include Longville Park and Rutherford Park abutting White Bear Lake at the south end of Park Avenue. A lightly traveled road, Park Avenue could be widened to create safer access to the lakeshore property and a future trail around the lake.

D-4 MEADOWLANDS/WEST TRIANGLE TRAIL

Recreational trail which connects the Meadowlands, Gilfillan, and Weston Woods residential areas to the commercial area, Meadowlands Park, Moon Lake Park, and the Highway 96 Trail.

D-5 BUFFALO STREET

B-minor Collector road between Bald Eagle Lake and Portland Avenue. Controlled and maintained by Ramsey County: Planned to be turned back to the Township. Trail development should be coordinated with County overlay or reconstruction of the roadway. Destinations include several planned trails including the East Bald Eagle Boulevard, the Bruce Vento trail and the Portland Avenue corridors along with the Eagle Brook and Jehovah's Witnesses churches.

E-1 LABORE ROAD CONNECTION TRAIL

This A-minor reliever road will connect White Bear Parkway with LaBore Road in Vadnais Heights. Vadnais Heights includes this trail connection in their trail plan. Construction of a trail or widened shoulder should be incorporated into the roadway construction plan.

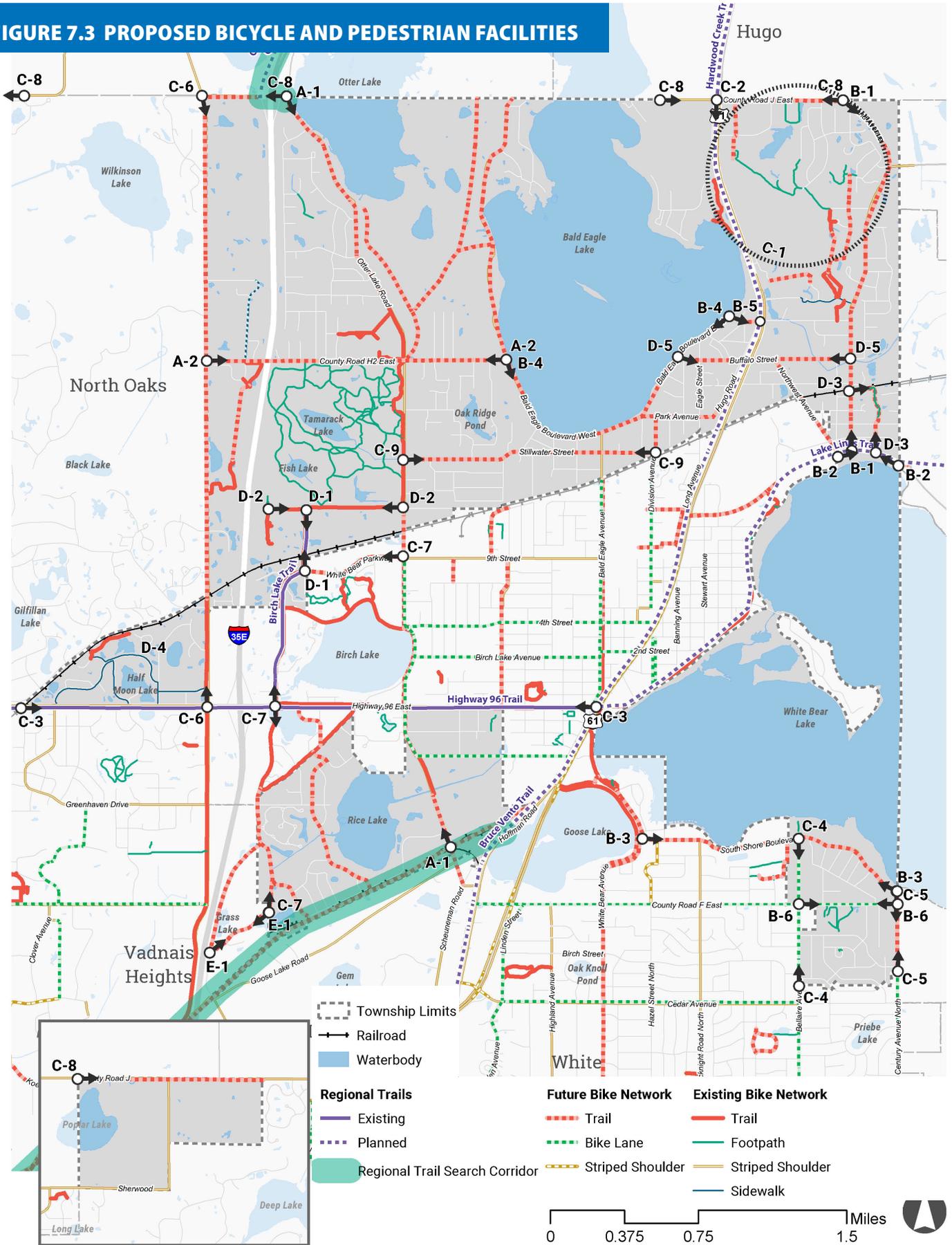
Priorities

Table 7.2 indicates trail corridors and a development priority based on location and public safety factors. A point system was devised to help prioritize development. Major arteries were awarded two points with all other factors acquiring one point. In addition to artery status, points were awarded if the road shoulder was unimproved, the trail was a recreational trail or a destination trail, traffic safety issues existed, and it connected to a park or school (or both).

TABLE 7.2 TRAIL CORRIDOR PRIORITY RANKING

ID	Trail Location	Artery Level	Connection Type	Priority Score
A-1	Otter Lake Rd	MAJ	Park/School	7
A-2	CR H-2	MAJ	Park/School	7
B-1	Portland Ave	MAJ	Park	6
B-2	CSAH 96	MAJ	Park	6
B-3	S. Shore Blvd	MAJ	Park	6
B-4	Bald Eagle Lake	MAJ	Park	6
B-5	Taylor Ave	MAJ	Park	6
B-6	CR F	MAJ	Park/School	6
C-1	NE Area	Min	Park	5
C-2	BNSF Rail	MAJ	Park	5
C-3	CR 96	MAJ	Park	5
C-4	Bellaire Ave	MAJ	Park	5
C-5	E Co Line	MAJ		5
C-6	Centerville Rd	MAJ		5
C-7	White Bear Pkwy	MAJ		5
C-8	CR J	MAJ		5
C-9	Stillwater St	Min	Park	5
D-1	Twp Pkwy	Min	Park	4
D-2	Hammond Rd	Min	Park	4
D-3	Longville Pk	Min		4
D-4	Meadowlands	Min	Park	4
D-5	Buffalo St	Min		4
E-1	Labore	Min		3

FIGURE 7.3 PROPOSED BICYCLE AND PEDESTRIAN FACILITIES



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08. HOUSING PLAN

Purpose

Housing has always been the most significant component of White Bear Township's land use. In the mid 1900's, the Township shared in the growth of neighboring cities, with primarily lake cabin development with a seasonal population, and small-scale homes for early settlers. Historically, platted lots were small, reflecting land use patterns of that time period and the predominance of small, seasonal lakeshore cabins. Over the years, the community increasingly became a location for year-round residences and today, very few seasonal homes remain. The legacy of seasonal cottages, however, has left an imprint that still significantly impacts the township's land use pattern and housing stock.

Housing is a dominant component of the community and, therefore, continues to be an important part of the community's planning efforts. The purpose of the Housing Plan is to establish a framework to provide adequate, affordable, high-quality housing options for the Township's current and future residents.

Goals & Policies

Goals

- HSG - G12. Create livable neighborhoods which emphasize quality site and construction design.
- HSG - G13. Have a diverse housing supply, with housing available for people at all income levels.
- HSG - G14. Add to and preserve the affordable housing in White Bear Township.
- HSG - G15. Permit flexibility in residential design and encourage innovative housing approaches that are consistent with Township goals and policies.

ISSUES IDENTIFIED FOR HOUSING

- » Need to ensure that housing stock and neighborhoods are maintained, especially as they age
- » Need for variety of housing types for residents at various stages of life
- » Need a reasonable amount of senior housing so people can stay in the community as they age. Might include more services as part of the housing

HSG - G16. Promote a variety of housing types, costs and ownership options throughout White Bear Township to meet the life-cycle needs of all income levels, those with special needs and nontraditional households.

HSG - G17. Maintain or strengthen the character of established neighborhoods and assure that all housing units are safe, sanitary, secure and free from blight.

Policies

HSG - P1. Accommodate all racial and ethnic groups in the purchase, sale, rental, and location of housing in White Bear Township.

HSG - P2. Provide a variety of housing types for ownership and rental for people in all stages of life.

HSG - P3. Continue expansion of the community's subsidized low and moderate income housing opportunities over the next 15 years or as available funding permits.

HSG - P4. Maintain and conserve existing housing resources and eliminate or renovate deteriorating housing.

HSG - P5. Provide multiple family housing opportunities throughout in accord with the location criteria.

HSG - P6. Encourage development of a certain proportion of modest cost market rate housing within larger developments in an effort to provide more affordable housing.

HSG - P7. Work to protect the integrity and long-term viability of residential neighborhoods and reduce potential negative effects of commercial or industrial land uses through zoning, site plan review and code enforcement.

HSG - P8. Require and enforce high design and maintenance standards for multi-family residential development. Design standards will include provisions about building massing, architectural design, off-street parking ratios and location, access, traffic impacts, landscaping, screening, refuse and recycling handling.

HSG - P9. Develop programs that will foster reinvestment in existing areas through preservation, renovation and redevelopment.

HSG - P10. Create opportunities for life cycle housing of differing types and density; this may include options for senior housing and associated services.

HSG - P11. Discourage the use of multiple dwellings as buffers between land uses; ensure all residential uses have a suitable environment.

HSG - P12. Encourage innovation in housing unit design and in residential development design through use of planned unit development techniques.

HSG - P13. Maintain natural buffers or provide appropriate physical separation between housing areas and major highways and other incompatible activities.

HSG - P14. Provide multiple family housing opportunities throughout the community in a dispersed manner consistent with location policies.

- HSG - P15. Encourage multiple-family developments to occur in a planned or clustered fashion rather than in rows or other standardized forms.
- HSG - P16. Assure that multiple unit complexes are developed only when adequate on-site open space and recreational facilities are integrated into the development plan.
- HSG - P17. Encourage high-density development to be oriented so that traffic generated by the development is directed to major thoroughfares and not past single-family homes.
- HSG - P18. Continue to refine development review procedures and administrative techniques in an effort to minimize delays to the residential development process.
- HSG - P19. Recognize the needs of an aging population and that senior housing opportunities are needed in places close to services, near recreation facilities, and with access to food

Actions

- HSG - A1. Continue not to impose development restrictions that could increase housing costs including lot size, parking, garage and floor area requirements. The Township will make efforts to plan and provide for the housing and services needs of the elderly and disabled.
- HSG - A2. Regularly review and, as necessary, change its zoning and subdivision regulations, building codes, design standards and approval process. This is to assure that these regulations and standards are flexible enough to allow a variety of housing options and to help lessen the cost of residential development and redevelopment. Such issues and regulation that the Township will review include: The amount of undeveloped and under used land that the Town has planned or zoned for single family and multiple family housing.
- HSG - A3. Develop guidelines to allow for zero lot line development, the use of private streets in developments, provide minimum rights-of-way, minimum pavement widths, design standards for streets, and mother/father-in-law apartments.
- HSG - A4. Consider adopting a truth-in-housing program that will require housing maintenance.
- HSG - A5. Identify areas of the community that may be appropriate for development or redevelopment with mixed uses, such as residential uses with smaller commercial uses, to provide life-cycle housing, encourage walking or alternative transportation modes, and reduce energy consumption.
- HSG - A6. Update the Township's ordinances and regulations to ensure that the quality and appearance of the community's housing stock and neighborhoods are maintained.

- HSG - A7. Encourage utilization of the Zoning Ordinance's planned residential development provisions and appropriate development control modifications consistent with the state-of-the-art residential development techniques that allow design flexibility to meet community goals.
- HSG - A8. Cooperate with the metropolitan HRA in securing federal or state subsidized housing assistance, particularly for the elderly, families and individuals of low and moderate incomes, to provide scattered housing opportunities consistent with metropolitan policies and as funds become available.
- HSG - A9. Cooperate with the Metro HRA and Ramsey County in providing other housing rehabilitation programs consistent with the Township's needs and local resources.
- HSG - A10. Continue code enforcement to require that both vacant and occupied properties are maintained in good visual and operable condition; code enforcement shall be used to protect the building stock, natural environment, and neighborhoods.
- HSG - A11. Explore ways to encourage the consolidation and redevelopment of small lots that are under utilized and where redevelopment would benefit the neighborhood.

Housing Characteristics

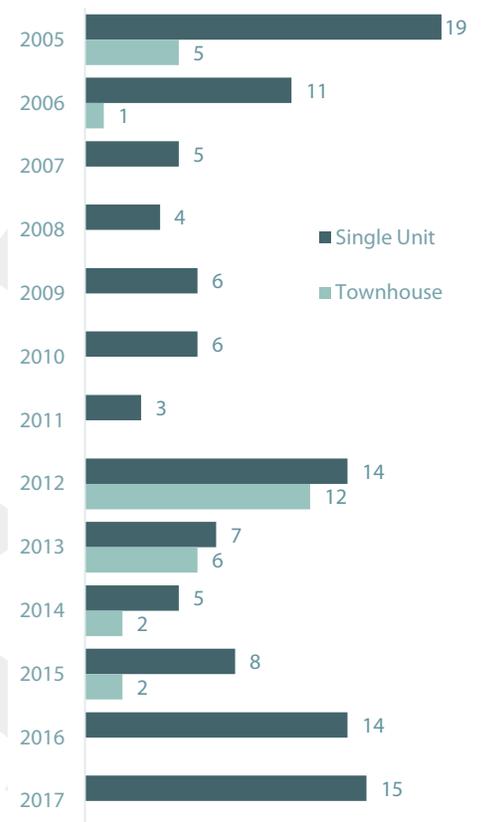
As seen in Figure 8.1, little growth occurred in housing construction between 2007 - 2011, as the region dealt with the effects of the Great Recession. In 2012 growth of both single family units and townhomes increased. Approximately half of this growth was the result of new construction on vacant lots in subdivisions platted in the previous decade. The remaining half were tear-down rebuilds or infill in established neighborhoods. This reflects similar construction and market trends in the Twin Cities area. Construction of new housing units within White Bear Township is expected to slow as available land area in the Township has and will continue to decline in this decade.

Single family homes are still the predominant housing type in White Bear Township. The Township added 145 housing units since 2005. Of these, 117 (81%) were single unit developments, 28 were townhouse units (19%), and there have not been any two-unit or multi-unit developments since 2005.

Single family detached units made up 77.9% of White Bear Township's total housing units in 2015. As seen in Table 8.1, this has been a decrease in percentage since 2000 when single family detached units made up 81.7% of the total housing units. This is due to a number of townhome and multi-unit subdivisions that successfully redeveloped areas along CSAH 96 in the early 2000's, increasing the variety of housing types in the town. Figure 8.2 shows the breakdown of the remaining units existing in the Township.

20% of the housing units built between 2005 and 2017 were attached units (townhome units), filling in townhome subdivisions platted since 2000. Since 2005, only three residential subdivisions have developed: Pinehill, Hidden Pond, and Perron Meadows. Approximately 50% of the 145 units built between 2005 and 2017 have been rebuilds of old detached homes, or infill of vacant single-building lots of historic plats.

FIGURE 8.1 NEW HOUSING CONSTRUCTION



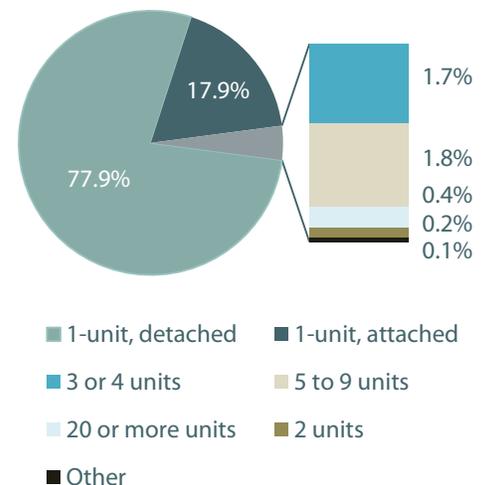
Source: 2011-2015 ACS

TABLE 8.1 HOUSING UNITS IN STRUCTURE

Units in Structure	2015		2000	
	Number	Percentage	Number	Percentage
Total housing units	4,658	-	4,051	-
1-unit, detached	3,629	77.9%	3,310	81.7%
1-unit, attached	835	17.9%	472	11.7%
2 units	10	0.2%	16	0.4%
3 or 4 units	78	1.7%	71	1.8%
5 to 9 units	82	1.8%	106	2.6%
10 to 19 units	0	0.0%	33	0.8%
20 or more units	20	0.4%	43	1.1%
Other	4	0.1%	0	0.0%

Source: 2011-2015 ACS, 2000 Census

FIGURE 8.2 TOTAL HOUSING UNITS BY TYPE 2015



Source: 2011-2015 ACS

TABLE 8.2 UNITS IN STRUCTURE OWNERSHIP

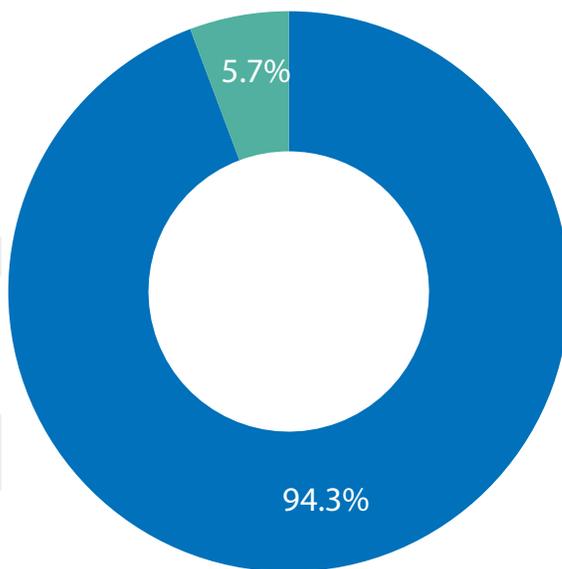
Units in Structure	Own	Percentage	Rent	Percentage
Total housing units	4,260		258	
1-unit, detached	3,461	81%	104	40%
1-unit, attached	689	16%	99	38%
2 units	0	0%	10	4%
3 or 4 units	53	1%	25	10%
5 to 9 units	43	1%	10	4%
10 to 19 units	0	0%	0	0%
20 or more units	10	.2%	10	4%
Other	4	0.1%	0	0%

Source: 2011-2015 ACS, 2000 Census

Table 8.2 illustrates the number of owned and rented housing units in residential structures in the Township. White Bear Township is primarily a home ownership community. The Township has a 94% ownership rate compared to 59% for Ramsey County. Figure 8.3 illustrates the ownership/rental distribution among housing units in the Township.

Townhome developments, such as Weston Woods and Boardwalk, have broadened housing choices in the community during the past decade.

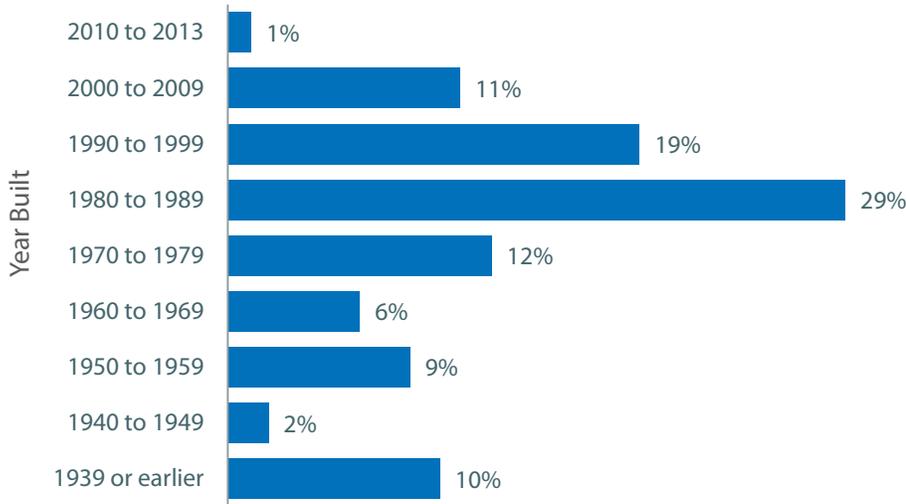
FIGURE 8.3 HOUSING TENURE



■ Owner-occupied ■ Renter-occupied

Source: 2011-2015 ACS, 2000 Census

FIGURE 8.4 AGE OF HOUSING UNITS

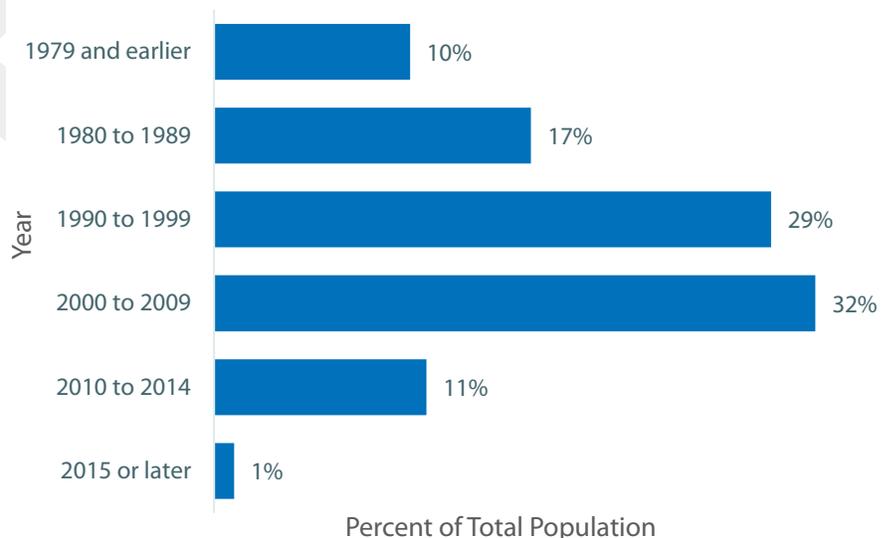


Source: 2011-2015 ACS

The distribution of the housing stock by age is shown in Figure 8.4. The distribution reflects the significant growth in the Township between 1980 and 1999. Almost half (48%) of the housing units in the Township were built in this time period. Units that are 25 years or older (1993 or earlier) typically have more major maintenance projects, such as a new roof, new siding or other significant investments.

The final key housing characteristic is the length of occupancy (Figure 8.5). About 88 % of the households in the Township have been residents of their homes for over 18 years. About 12% have lived in their homes for eight years or less. This is a significant difference than in 2010 when 40% of households lived in their homes for five years or less.

FIGURE 8.5 YEAR HOUSEHOLDER MOVED INTO UNIT



Source: 2011-2015 ACS

Existing Housing

Single-family housing and owner occupied housing continue to be the predominant types of housing in the Township. However, there is an increasing range of options available. The benefits to the community for a mixture of housing types is the ability to offer choices and meet changing demands of the different generations and investors. Providing for inter-generational interaction strengthens the community and expands its hidden social capital. Higher density housing can also preserve land and lower housing unit costs. The comprehensive plan does not examine density in terms of impact on neighboring properties specifically and the impact on public systems. Suffice it to say, density is not an evil that sound planning cannot reduce or eliminate with attention to the usual concern of activity, light, scale, property values, crime, etc. Effective planning can ameliorate most if not all of the concerns.

Because White Bear Township is a developed suburb, future development in the Township will not significantly impact the variety of housing over the 20-year planning horizon, but incremental change is occurring. Recent infill development projects of higher density and mixed use development have resulted in a greater variety of housing options. Meadowlands is a mixed-use area of townhomes and single-family detached housing with a business district providing a major grocery store, bank, drug store, day care, automobile service, restaurants, and a neighborhood convenience center. Other recent development at Birch Lake Villas, Wild Ridge Preserve, The Boardwalk, Gillfillan Hills and Weston Woods provide choices of attached and detached units.

In addition, the greater White Bear Township area contains several assisted housing developments. There are 60 units at Cottages of White Bear Township, 118 units at McKnight Terrace, 81 units at Washington Square Elderly, 124 units at Concordia Arms Elderly, and 300 units at the Presbyterian Homes project.

Housing Value & Cost

Figure 8.6 represents 2016 estimated market values for owner-occupied housing units as presented by the Metropolitan Council. As seen in the graphic, many of owner-occupied homes in White Bear Township are \$238,500 or less in value, which is considered the “affordable” threshold for owner-occupied homes. Many of these units are those that are considered “Naturally Occurring Affordable Housing” or NOAH. NOAH are market-rate units, typically older homes on small lots, that are affordable to modest income (80% Area Median Household Income) households. These affordable homes are found throughout the community, especially the interior of the Bellaire/Eastwood Manor neighborhood. Higher-value units are found, unsurprisingly, on the waterfront properties around the community.

FIGURE 8.6 OWNER OCCUPIED ESTIMATED MARKET VALUE

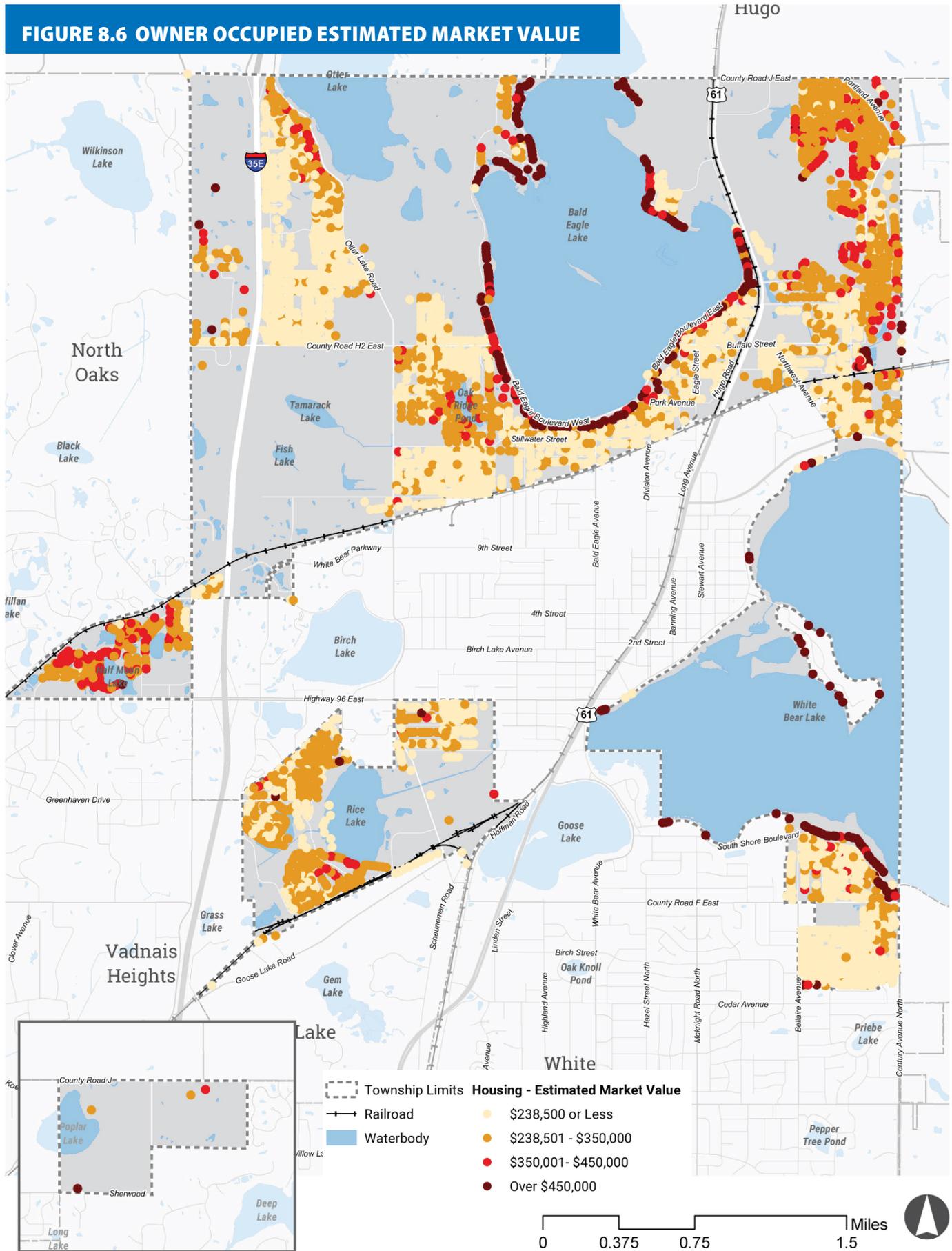


TABLE 8.3 HOUSEHOLDS (HH) EXPERIENCING HOUSING COST BURDEN

Households with income at or below:	Housing Cost Burdened Households	Percentage of Total Households (4,518 in 2015)
30% AMI	242	5.36%
31% to 50% AMI	199	4.40%
51% to 80% AMI	124	2.74%

Source: Metropolitan Council, 2016

Housing Cost Burden

The cost of housing is typically the most significant expense in a household's budget. A residence is considered "affordable" when 30% or less of the household's gross income is spent on housing. If a household spends more than 30% of their gross income on housing, it is experiencing a "Housing Cost Burden". According to the Metropolitan Council, White Bear Township has the following breakdown of households experiencing housing cost burden, as seen in Table 8.3

TABLE 8.4 AFFORDABILITY OF HOUSING UNITS

Households with income at or below:	Units Affordable to Households	Percentage of Total Housing Units (4,459 in 2015)
30% AMI	63	1.41%
31% to 50% AMI	480	10.76%
51% to 80% AMI	1,953	43.80%

Source: Metropolitan Council, 2016

Housing Affordability

As seen in Table 8.4, the Township has a limited number of housing units that are considered affordable to very low income households (those households with 30% or less of the Area Median Income [AMI]). There are a fair number of homes considered in the affordable range for low income households (31% to 50% AMI) and moderate income households (51% to 80% AMI).

TABLE 8.5 PUBLICLY SUBSIDIZED UNITS BY TYPE

Publicly Subsidized Units by Type	Units	Percentage of Total Housing Units (4,459 in 2015)
Senior Unit	0	0.00%
People with Disabilities	0	0.00%
All Others	0	0.00%
Total	0	0.00%

Source: Metropolitan Council, 2016

Publicly Subsidized Housing

Sometimes the cost of housing is so out of reach for individuals or families that the only way to make a unit affordable is through public subsidy. Table 8.5 shows there are no publicly subsidized units currently in White Bear Township.

Housing Assessment

It is important in analyzing the existing housing conditions data to keep in mind the local context. White Bear Township is a fully developed historical lake community that has maintained its Township status, with limited opportunities for further residential development. Surrounded by cities with better centers of redevelopment and walkable areas, there are limited transit connections between homes and regional employment. Thus, the City is a bedroom community with most residents leaving via automobile for employment in other locations.

White Bear Township continues to be a desirable place to live. However, the Township recognizes that as more than 79% of its units are single-family detached residential it is primarily serving the needs of those seeking to live in those types of homes. There is increasing interest from people of all ages for more options, like townhomes or senior living facilities. Many of the areas best suited for these higher density facilities, that are near other amenities or not in the middle of existing neighborhoods, have been developed in the last few decades. One remaining property on Centerville Road still has the potential to provide a mix of unit types and affordability levels, and has been designated Residential-PUD as its future land use. The development of this parcel with a mix of residential densities through a PUD would benefit the community with the creation of a new mix of housing types.

As a historical community, more than 85% of the Township's housing stock is more than 25 years old. Older homes require reinvestment to be maintained and livable, but also modernized so that new households looking to move to the area can find housing amenities they are looking for. The Township continues to be interested in supporting property maintenance and investment to ensure resident health, safety and welfare, as well as thriving neighborhoods.

The amenities that make White Bear Township an attractive residential community also impact cost. While housing costs are not as high in the Town as other suburban communities, it is still a concern for those desiring to move to or remain in the community. By maintaining a Township form of government, regulatory costs onto households is kept at a minimum. Additionally, support for infill development as well as the addition of a mix of housing types and densities within the Residential-PUD designation may address some of the Township's housing needs. The addition of new options may provide existing single-family homeowners an alternative which may free up some other naturally occurring affordable housing options. The town will continue to seek opportunities to partner on the creation of affordable housing options, particularly through the partnership with Ramsey County CDA. The town recognizes, however, that there may not be many opportunities as due to limited transit and employment options, the it is a more appropriate location for those able to have an automobile.

Projected Housing Need

Forecasts for future housing growth to the year 2040 have been prepared by White Bear Township, differing from those presented by the Metropolitan Council, as explored in Chapter 02. The projections for number of household determined by the Township are shown in the Table 8.6.

Adjusted forecasts show that White Bear Township will add 298 housing units between 2016 and 2040, accommodating a slight population increase of 222 people. This results in an average of around 12 new units per year until 2040.

As a fully developed community this new growth can only be accomplished through development of the very limited number of vacant sites for residential development. Most of the remaining vacant residential lands are individual parcels within single family detached and attached developments that have already been platted. There are only a few undeveloped areas that are large enough to accommodate new subdivisions.

TABLE 8.6 POPULATION AND HOUSEHOLD TRENDS AND PROJECTION

		Census			Estimate	Projections		
		1990	2000	2010	2016	2020	2030	2040
Metropolitan Council System Statement Projections	Population	9,242	11,293	10,949	11,078	11,300	11,400	11,500
	Households	3,205	4,010	4,261	4,352	4,600	4,780	4,900
	Employment	906	2,164	2,309	2,484	3,200	3,640	4,100
White Bear Township Adjusted Projections	Population	9,242	11,293	10,949	11,078	11,200	11,300	11,300
	Households	3,205	4,010	4,261	4,352	4,450	4,600	4,650
	Employment	906	2,164	2,309	2,484	3,000	3,500	3,800

Source: US Census, Metropolitan Council, White Bear Township

Affordable Housing

Through its regional planning efforts, the Metropolitan Council has prioritized housing affordability in the Thrive MSP 2040 Regional Policy. The Metropolitan Council calculated for each community an allocation of affordable housing needed to meet the rising need of affordable housing across the Twin Cities metropolitan region.

Housing is considered “affordable” when no more than 30% of household income goes to housing. The basis for determining affordability is Area Median Income (AMI), which is the midpoint of the Twin Cities region’s income distribution such that half of households earn more and half earn less. For purposes of Comprehensive Plans, the Metropolitan Council has established three levels of affordability: 1) At or below 30% of AMI; 2) Between 31 and 50% of AMI; and 3) Between 51 and 80% of AMI.

The US Department of Housing and Urban Development (HUD) has identified the maximum income by household size for each level of affordability defined by the Metropolitan Council. As shown in Table 8.7, the maximum income level that qualifies for each household size increases to account for the potential that with an additional person there is an additional income potential. When that doesn’t occur it likely means a family moves from the higher affordability category to a lower one. (e.g. from 50% to 30%). The Metropolitan Council has selected the four-person household thresholds as a general measurement for affordable housing needs at each income level.

TABLE 8.7 REGIONAL HOUSEHOLD INCOME LEVELS

Household Size	30% AMI	50% AMI	80% AMI
One-person	\$18,050	\$30,050	\$46,000
Two-person	\$20,600	\$34,350	\$52,600
Three-person	\$23,200	\$38,650	\$59,150
Four-person	\$25,750	\$42,900	\$65,700
Five-person	\$28,440	\$46,350	\$71,000
Six-person	\$32,580	\$49,800	\$76,250
Seven-person	\$36,730	\$53,200	\$81,500
Eight-person	\$40,890	\$56,650	\$86,750

Source: Metropolitan Council, 2015

Allocation of Need

The Metropolitan Council determined the need for affordable housing in each community based on a variety of factors, including:

- » Projections of growth of households experiencing housing cost burden
- » Current supply of existing affordable housing, whether subsidized or naturally occurring
- » Disparity of low-wage jobs and housing for low-wage households within a community

Through these calculations, the Metropolitan Council provided the Affordable Housing Need Allocation for White Bear Township based on their original household projections. As this Comprehensive Plan has provided updated household projections, based on land use analysis and yield that better reflect the realities of the Township's potential growth, this Comprehensive Plan has also updated the Affordable Housing Need Allocation figures. These were calculated by utilizing the same percentage of housing units from the total change between 2020 and 2030 projections provided by the Metropolitan Council. The White Bear Township allocation of affordable housing need is 55 units, as seen in Table 8.8.

The way that communities meet the affordable housing allocation is by designating adequate vacant land or redevelopable land at minimum densities (units/acre) that are high enough for affordable housing to be an option. Essentially, the more units/acre allowed on a site, the less cost per unit to be built, which makes the development an option for affordable housing developers as well as market-rate developers. The affordable housing allocation does not mean that the government must force the building of this many affordable units by 2030. Rather, through future land use guidance, the community needs to ensure that the opportunity for affordable housing exists by having adequate vacant or redeveloped land guided for higher densities to meet the stated share.

There is one site within White Bear Township that is appropriately placed with the potential to develop at densities high enough that could allow for affordable housing to develop. This is the 13.5 acre parcel along Centerville Road, which has the future land use designation of Residential - PUD. The Residential - PUD is intended as a mixed residential designation, with a certain percentage (51.5%) of the designation being High Density PUD with a density range of 8.0-10.0 units/acre; resulting in a minimum of 56 units. It is also anticipated that this parcel will develop completely between 2021-2030, meeting the affordable allocation need for the Township.

TABLE 8.8 AFFORDABLE HOUSING NEED ALLOCATION

Household Income Level	Metropolitan Council Projections		WBT Projections	
	Units	% of Change 2020-2030 (180 units)	Units	% of Change 2020-2030 (150 units)
At or below 30% AMI	37	20.6%	31	20.6%
31 to 50% AMI	24	13.3%	20	13.3%
51 to 80% AMI	5	2.8%	4	2.8%
Total Units	66	36.7%	55	36.7%

Source: Metropolitan Council, 2015; WBT 2018

Identified Housing Needs

As identified in the “Issues” panel at the beginning of this chapter, the following are the identified areas of need for housing in the township

Life Cycle Housing

The concept is relatively straightforward - to provide a range of housing types so a community member can start and end living in the same neighborhood - hospital, apartment, starter home, move-up home, town home, assisted living, extended care and chronic care. That goal is embodied in the healthy communities strategy along with the smart growth objectives. A community of choices is healthier. Providing choices, which include using alternative transportation modes, walking to the store and biking to school, is part of the package. Choices in a mixed-use environment that is compact creates a climate for choices and enhanced livability.

Housing that is Affordable

The costs of housing, whether paying a mortgage or rent, is often the most significant expense for households. Nationally, housing costs have increased over the last several decades, while incomes stagnate, so a higher and higher portion of household expenses goes towards paying for housing. It is important that current residents are able to continue to afford housing in the township, as well as have housing that is affordable to new people who want to move to the township.

Upkeep of Existing Housing Stock

Because the township is almost fully built out, maintenance of existing homes and neighborhoods is a key factor in housing needs. Houses need repairs over time, both cosmetic and structural. As housing gets older, these repairs can get more and more costly and significant. With older housing stock as well, individual property owners can find it difficult to sell homes that don't have the amenities that buyers are looking for. Modern touches, such as open floor plan, one-floor living, and smaller family sizes all impact the ability of existing housing to be a viable option for future residents.

Prioritization of Existing and Projected Housing Needs

1. Life Cycle Housing
2. Housing that is Affordable
3. Upkeep of Existing Housing Stock

Implementation Program

New Housing

Housing is directly related to community economic development strategies and community health. Local government provides most of the components of community life enjoyed by residents. Because of limited developable land in the Township, household growth forecasts will be accommodated through a combination of new area development and in-fill development. Land values frequently require higher density in redevelopment efforts. The plan does not specifically identify redevelopment parcels relying instead on market place factors and plan policies supporting mixed use and multi-unit housing development as specified in the Land Use chapter and the implementation chapter.

Affordable Housing Strategy Elements

The core of the strategy is to comprehensively assure that the Township is functioning in support of the elements of community life. In that way, investors have the confidence to buy, develop, and upgrade property. That becomes particularly significant in development of affordable housing. Because the Township has limited resources it will encourage development by those with access to housing subsidies such as non-profits and faith based organizations. Further, the Township continues to encourage the expansion of need based section 8 vouchers to permit scattered site living opportunities for lower income families in a market place setting.

Regulations

The housing goals fairly well spell out the implementation strategy with respect to the regulatory framework. Flexibility has been built in to walk the fine line between protection and over regulation. No specific code changes are proposed; although some modification of density calculation and transfer on mixed use or mixed density projects will be considered. There is also an objective to examine zoning techniques that encourage reinvestment and in-fill. The Township will continue to use code enforcement to assure property maintenance and public safety.

Program and Housing Information

The Township, based on resource availability, will enact a housing investment plan that utilizes the interconnected resources addressing affordable housing. The key to the strategy will be to make information available to residents and property owners about funding and supply availability. The Housing Link compiles affordable housing unit listings on a regular basis for the region and is an example of an in-place resource that is not necessary or even desirable to duplicate. The Township will also consider contracting with an umbrella organization set up to assist in home ownership and in the development of affordable housing such as the Minneapolis Housing Alliance whose name belies its multiple community orientation. The Township will also track the Ramsey County pilot asset building program assisting low-income families to acquire assets as access to affordable home ownership.

LIVABLE COMMUNITIES ELIGIBILITY BENCHMARKS

In previous Comprehensive Planning efforts, the Township has acted to specifically participate in the livable communities eligibility program. Specific goal benchmarks that were negotiated as part of that process include:

- » Total housing supply at 90% ownership 10% rental.
- » Affordable ownership units at 69% of the supply.
- » Affordable rental units at 39% of the rental supply.
- » 23% of housing other than single family detached.
- » Single family density of 1.9 units per acre (100 x 200 net lot)
- » Multifamily density of 10.0 units per acre

White Bear Township will also maintain information or information sources for funders such as the Minnesota Housing Fund and the Minnesota Housing and Home Finance Agency. The Township will evaluate utilizing tax increment resources and housing bond fees to establish a low interest rate housing revolving fund for rehabilitation and construction of qualified housing units. It will also look to Community Housing and Development Organizations (CHDO's) to assist in developing the organizational capacity of locally based organizations. Finally, the Township will develop an information initiative for local faith based and non-profit organization with the context enumerated.

Public Assistance and Non-Profits

To assure or achieve a supply of affordable housing is one challenge. To match that supply to needy or dependent populations is a greater challenge. Some level of subsidy is required. The administration of that subsidy to assure that low and moderate-income families are served remains the challenge. To accomplish that connection, government involvement or motivated non-profits are required. Providing government assistance permits establishing guidelines for assuring access to affordable households. The policy of providing mixed income households creates more successful development and incorporation of lower income households. However, local government primarily funds programs from property taxes making policies intersect each other. Raising property taxes to build affordable housing makes the housing more costly.

Association and Collaboration Initiatives

The housing implementation strategy leaves open the Township's official role in state and federal housing actions. White Bear Township is standing testimony to the artificiality of corporate boundaries. While a challenge, the symbolic and repeated discussion of the independence and unique physical geography of the Town can be an organizing benefit.

Ramsey County is charged with the responsibility of housing dependent populations. Similarly, counties are the organizing element in work force development, family support and other related programs. Ramsey County is the eligible recipient as a designated urban county for federal Community Development Block Grants (CDBG), HOME funds and other related programs. It distributes those funds on a policy basis through application invitations.

The Town strategy is to develop a working collaboration to participate in, but not be overwhelmed by these efforts. The Township participated in two multiple community efforts relating to transportation plan (I-35E) and transportation projects (CSAH 96). Housing and economic development activities leak into and out of each community creating a significant overlap and potential common agenda. The Township will utilize its unique position of multiple shared borders to explore the feasible desirability of creating a multiple community, exploratory effort to establish a housing and economic development advisory commission.

Ongoing discussions are occurring about how to enhance housing opportunities. A strong economy and low interest rates have a tremendous impact on the availability of housing. A number of financial institutions serving the area focus on providing assistance privately and as part of their Community Investment strategy. Finally, although the legislature seems determined to end this tool, tax increment financing is available on an ever decreasing basis.

Other Funding Programs

So much of the local effort is policy related. The only sure fire way to develop affordable housing that directly serves qualified households is through control of the housing units and level of subsidy by some entity dedicated to matching housing needs with affordable housing units. In the meantime, a number of programs are available on a number of levels to support affordable housing development, ownership or renting, helping to address the identified housing needs of the Township:

US Department of Housing and Urban Development

- » Section 8 Rental Vouchers and Certificate Programs
- » Shelter Plus Care (S+C)

Minnesota Housing Finance Agency

- » Minnesota Mortgage Program
- » Homeownership Assistance Fund
- » Purchase Plus Program
- » Minnesota Urban and Rural Homesteading Program
- » Partnership for Affordable Housing
- » Minnesota City Participation Program
- » Entry Cost Homeownership Program (ECHO)
- » MHFA Rental Assistance for Family Stabilization (RAFS)

Some additional limited resources for construction and rehabilitation of affordable housing include:

Federal Government

- » Supportive Housing Demonstration Program - Transitional Housing Component Federal Home Loan Bank - Affordable Housing Program
- » Home Investment Partnership Program (HOME) Section 202 - elderly
- » Section 811 - handicapped

Minnesota Housing Finance Agency

- » Low-Income Housing Tax Credit Program
- » New Construction Tax Credit Mortgage/Builders Loans Low and Moderate Income Rental Program
- » Affordable Rental Investment Fund

Metropolitan Council

- » Local Housing Incentives Account
- » Livable Communities Demonstration Account

Non-Profits

- » Family Housing Fund
- » Twin Cities Habitat for Humanity
- » Minnesota Housing Fund

TABLE 8.9 HOUSING TOOLS & ACTIONS TO MEET IDENTIFIED HOUSING NEEDS

Housing Tool	Circumstances & Sequence of Use	Identified Housing Need*
Housing & Redevelopment Authority (HRA)	The Town Board, through its role as the HRA, will review the Housing Implementation Plan on an ongoing basis to ensure its resources are being utilized most effectively	Tool addresses multiple housing needs and improves our housing strategy capacity in general
Economic Development Authority (EDA)	The Town Board, through its role as the EDA, will review the Housing Implementation Plan on an ongoing basis to ensure its resources are being utilized most effectively to address needs	Tool addresses multiple housing needs and improves our housing strategy capacity in general
Tax Increment Financing (TIF)	The Township would consider Tax Increment Financing for redevelopment projects in High Density Residential and Residential PUD areas that meet housing goals and provide a number of units that are affordable to very low-, low-, or moderate-income households.	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households
Housing Bonds	The Township is unlikely to use Bonding as a means to meet housing needs	N/A
Tax Abatement	The Township is unlikely to use Tax Abatement as a means to meet housing needs	N/A
Consolidated RFP through the MHFA	The Township would strongly consider supporting/ sponsoring an application to the Consolidated RFP programs through MHFA for residential project proposals in areas guided for high density residential uses and Residential PUD	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households Need for a variety of housing types for all stages of life
Land Bank Twin Cities	The Township would encourage developers and property owners to work with the Land Bank of the Twin Cities. It is unlikely that the Township will become an active partner with the Land Bank for development	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households

*For purposes of this Comprehensive Plan, the following terms refer to specific household income levels:

- » Very-low income = 30% Area Median Income (AMI) or below
- » Low income = 31% - 50% AMI
- » Moderate income = 51 - 80% AMI

Housing Tool	Circumstances & Sequence of Use	Identified Housing Need*
Livable Communities Demonstration Account (LCDA) through Metropolitan Council	The Township would strongly consider an application to Livable Communities Account programs for proposals with residential units in areas guided as high density residential as well as Residential PUD	Need for a variety of housing types for all stages of life
Community Development Block Grant Funds (CDBG) through Ramsey County	The Township will explore the use of a portion of our CDBG funds to prioritize projects if they provide units affordable to very low-, low-, or moderate-income households, and are located in the high density or Residential PUD on the Township's future land use map	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households
HOME Investment Partnerships Program (HOME) through Ramsey County	The Township will explore with Ramsey County the application for HOME funds to provide rental assistance to low and moderate income households that are in existing rental units in the Town.	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households
Site Assembly	The Township would strongly consider supporting/ sponsoring an environmental clean-up grant application for housing projects that provide affordable units for very-low, low, or moderate income households. The Township is not likely to assist in site assembly for other projects.	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households
Referrals	The Township will continue its reference procedures and training for applicable staff, including the ability to refer our residents to any applicable housing programs outside the scope of our local services	Tool addresses multiple housing needs and improve our housing strategy capacity in general
Guiding land at densities that support affordable housing	See the future land use plan and projected housing needs section of the housing chapter of this comprehensive plan	Tool to address multiple housing needs and improve our housing strategy capacity in general
Fair Housing Policy	The Township will continue to assist residents facing issues of fair housing within the community as well as monitor actions and best practices by other communities in the region to help further fair housing. The Township will consider adoption of a fair housing policy by 2024.	Tool addresses multiple housing needs and improve our housing strategy capacity in general

*For purposes of this Comprehensive Plan, the following terms refer to specific household income levels:

- » Very-low income = 30% Area Median Income (AMI) or below
- » Low income = 31% - 50% AMI
- » Moderate income = 51 - 80% AMI

Housing Tool	Circumstances & Sequence of Use	Identified Housing Need*
Zoning and Subdivision Ordinances	The Township will continue its on-going assessment of its zoning and subdivision ordinances to identify any regulations that inhibit the housing priorities in this document	Tool addresses multiple housing needs and improve our housing strategy capacity in general
Community Land Trust	The Township would explore opportunities to collaborate with a community land trust to support affordable housing options for any type of housing density.	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households
NOAH Impact Fund	The Township will explore opportunities with the Minnesota Housing Fund on the use of NOAH (Naturally Occurring Affordable Housing) Impact Funds to finance the acquisition and preservation of naturally occurring affordable housing.	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households
Local 4d Tax Incentives	The Township will evaluate the appropriateness of a local 4d tax incentive policy.	Need of housing that is affordable to a range of income levels, especially very-low, low, and moderate income households
Homeownership Referrals	The Township will work with Ramsey County on identifying the appropriate resources and/or process to link homeowners in need. This will include programs specific to low- and moderate- income households, such as the Home Rehab Program or Fix Up Program.	Tool to address multiple housing needs and improve our housing strategy capacity in general
Property Maintenance	The Township will continue to enforce the International Property Maintenance Code.	Tool addresses multiple housing needs and improve our housing strategy capacity in general
Expedited Pre-application	The Township will consider the creation of a pre-application process to identify ways to minimize unnecessary delay for projects that address our stated housing needs, prior to a formal application submittal.	Tool addresses multiple housing needs and improve our housing strategy capacity in general

*For purposes of this Comprehensive Plan, the following terms refer to specific household income levels:

- » Very-low income = 30% Area Median Income (AMI) or below
- » Low income = 31% - 50% AMI
- » Moderate income = 51 - 80% AMI

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09. IMPLEMENTATION

The 2040 Comprehensive Plan provides guidance for making decisions about the community's future growth, redevelopment, and infrastructure investments. It is the Township's most important tool, but its goals, policies, and actions can only achieve the community's vision for the future if the Plan is used. Using the Comprehensive Plan requires striking a balance between adhering to the enduring values described in the Plan and adapting to conditions that will change over the life of this Plan.

Use of the Plan

The Plan as a Guide to Decision Making

The plan will be used by the Township in the day to day operations of local government. Township Staff will reference plan goals and policies to support elected and appointed officials in carrying out their responsibilities in making key decisions relative to public investments, plans and studies, growth, and redevelopment. Requests for land use applications and development projects will be evaluated based on consistency with the Comprehensive plan.

The Plan as a Marketing Tool

The ideas represented in the 2040 Comprehensive Plan include a number of strategies that will require coordinated efforts by many different public, private, and non-profit entities. As an adopted policy plan, the Comprehensive Plan can help solidify the support, commitment, and collaboration needed to mobilize the community. The plan should be referenced, celebrated and promoted both within the community and to the region. In essence, the plan becomes the document that is provided to prospective businesses, residents or investors or potential grantors/philanthropists.

ROLES & RESPONSIBILITIES

White Bear Township has established multiple advisory boards and commission to guide decision-making and provide an opportunity for citizen involvement. Each of these boards and commissions has a role in the implementation of the 2040 Comprehensive Plan. While ultimately the Town Board has the final decision-making and policy-establishing authority, each of the boards and commission provide valuable advisory insight in their area of expertise. Currently the Township's boards and commissions include:

- » Economic Development Advisory Board (EDAB)
- » Economic Development Authority (EDA) [Town Board]
- » Housing and Redevelopment Authority (HRA) [Town Board]
- » Park Board
- » Planning Commission
- » Public Safety Commission
- » Utility Commission
- » Variance Board

Note that additional tools specific to housing are included in Chapter 09. Housing

The Plan as a “To-Do List”

The 2040 Comprehensive Plan is the Township's to-do list. Actions listed in each chapter should serve as a resource for Township departments, boards, and commissions as they establish and review annual work programs. A consolidated list of all actions is provided at the end of this chapter for easy reference (Note: This will be added once the plan has been through its six-month adjacent review to ensure that final wording on all actions is included).

Implementation Tools

Review and Amendments

To ensure that the Comprehensive Plan remains a useful tool for guiding growth, it will be periodically monitored and modified to reflect changing conditions and to correct errors identified through its implementation. Any amendments will be completed using the process outlined in state statutes and the Township Code.

Policy Plans

The 2040 Comprehensive Plan refers to other policy plans that White Bear Township uses to guide township systems, actions, and investments. These plans include the Sanitary Sewer Plan, Surface Water Management Plan, Parks and Recreation System Master Plan, These plans serve as ongoing tools for implementing the goals and policies in the Comprehensive Plan. These plans may be updated and modified without updating the Comprehensive Plan.

Official Controls

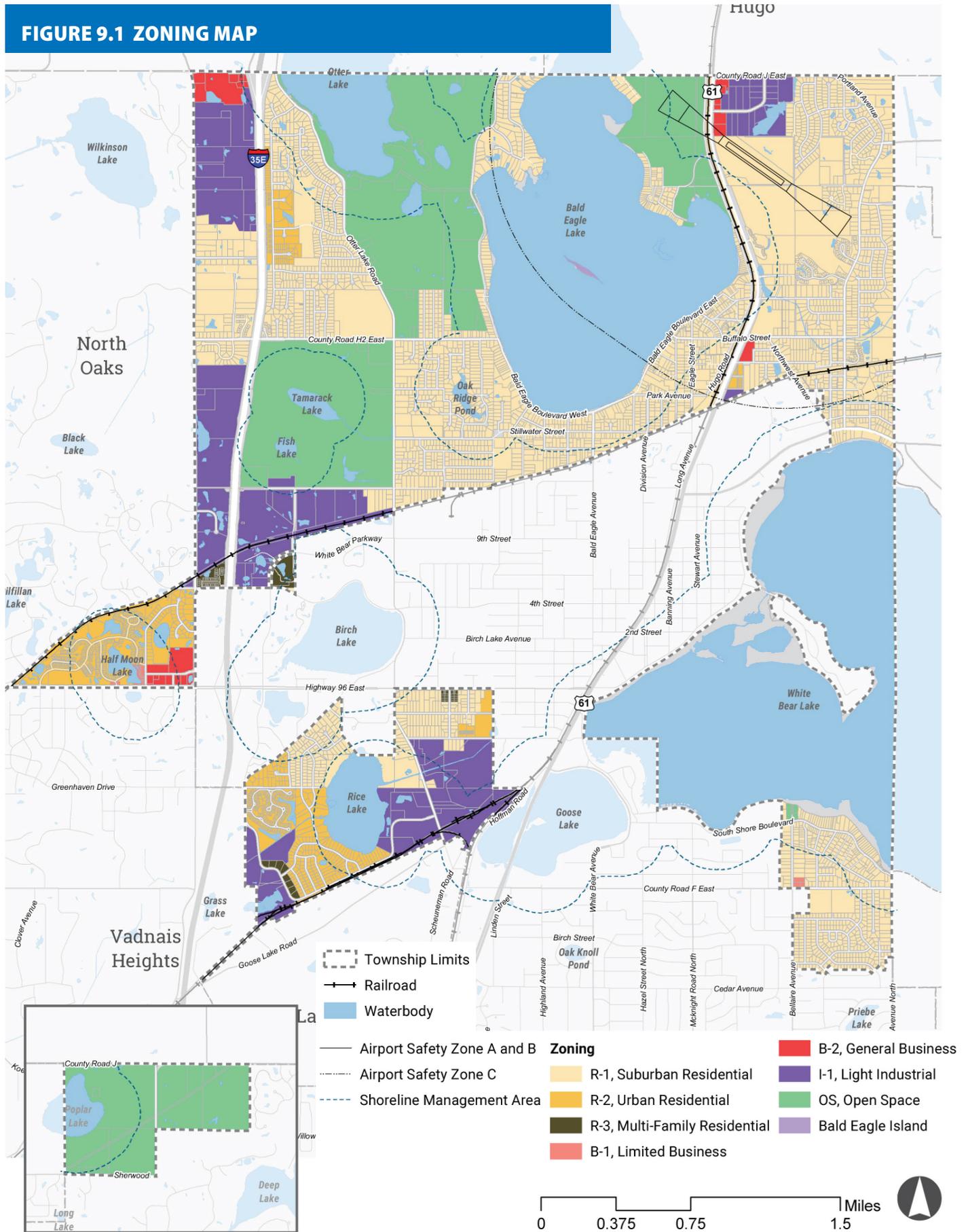
Office controls are key tools for implementing the 2040 Comprehensive Plan and must be consistent with the Comprehensive Plan. The Township's Official Controls can be found in the Township's Code of Ordinances. Examples of the official controls that will be used for the implementation of the Comprehensive Plan include: Zoning, Subdivisions, Utilities, including sewer, water, and individual sewage disposal systems. A review of the official controls for conformance with the 2040 Comprehensive Plan will occur once adopted. Modifications will be made as needed by 2021.

The Township's existing zoning districts, as listed below, are in conformance with the future land use plan:

- » R-1 Suburban Residential
- » R-2 Urban Residential
- » R-3 Multi-Family Residential
- » B-1 Limited Business
- » B-2 General Business
- » I-1 Light Industrial
- » OS Open Space
- » Bald Eagle Island

While the zoning districts and land use categories are generally consistent, the official zoning map will need to be modified to reflect changing land use designations. Amendments to the zoning regulations and the official zoning map will be made within 9 months of the adoption of the Comprehensive Plan.

FIGURE 9.1 ZONING MAP



Economic Development Levy

The Township's Economic Development Authority has the ability to levy for funding to support economic development initiatives.

Capital Improvement Plan

State Law requires that the implementation program for the Comprehensive Plan contain a capital improvement program for transportation, sewers, parks, water supply and open space facilities. The 2040 Comprehensive Plan serves as the foundation for ongoing capital improvements planning by the Township. The Township has created a capital improvements plan (CIP) that matches the estimated project costs over a five-year period with funding sources. The CIP allows the Township to prioritize projects and to make best use of available revenues. By looking at future needs, the Township is better able to find funding sources to fill gaps and to coordinate projects with other jurisdictions. The CIP is updated and approved annually. The Township's adopted CIP is included as an [appendix](#) to the Comprehensive Plan.



Coordination of Actions

In addition to capital improvements, there are statutory requirements for coordinating acquisition and disposition of public lands and the use of tax increment financing. According to State Law (M.S. Section 462.356, Subd. 2), publicly owned land within the Township cannot be acquired or disposed of until a finding has been made as to compliance with the Comprehensive Plan. Tax increment financing (TIF) is the only finance tool formally tied to the Comprehensive Plan. As a matter of policy, similar evaluation applies to other forms of public financial assistance. In agreeing to provide financial assistance to private development, it is reasonable that the Town Board determine that the development furthers the objectives of the Comprehensive Plan.

Partnerships

Implementation of the Comprehensive Plan will require cooperation and coordination with many other local governments, agencies, organizations, and businesses.

Public Education and Outreach

Implementation of the Comprehensive Plan affects the whole community. Public outreach allows interested and affected individuals and organizations to have the opportunity to participate in the decision-making process. The Township has a number of public education and outreach tools available including the Township newsletter; the Township's Facebook page, special mailings and publications; public hearings; community or neighborhood meetings; and workshops. The Township will use these tools to involve the public in the Comprehensive Plan implementation process.

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